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# MEMOIR

OF THE

## NAVAL LIFE AND SERVICES

OF

# ADMIRAL SIR PHILIP C. H. C. DURHAM,

G.C.B.

LONDON:
GEORGE WOODFALL AND SON,
ANGEL COURT, SKINNER STREET.

# MEMOIR

OF THE

## NAVAL LIFE AND SERVICES

OF

# ADMIRAL SIR PHILIP C. H. C. DURHAM,

G.C.B.,

CHEVALIER DE L'ORDRE DU MERITE MILITAIRE DE FRANCE.

BY HIS NEPHEW,

CAPTAIN A. MURRAY,

ROYAL IRISH FUSILIERS.

(AUTHOR OF "DOINGS IN CHINA.")

LONDON:
JOHN MURRAY, ALBEMARLE STREET.

1846.

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# MEMOIR

OF

# ADMIRAL SIR PHILIP DURHAM.

---

Sir William Durham, a person of rank, and highly distinguished in the reign of Robert Bruce, had a grant, in 1322, from that monarch, of the lands of Grange.

He died in the time of King David, and from him lineally descended Alexander Durham, of Grange.

From him descended Sir James Durham, who received the honour of knighthood from Charles I.

He was succeeded by his son, Sir James Durham, Knt., constituted Clerk of the Exchequer, by King Charles I. His son, Alexander, was knighted by Charles II., and made Lord Lyon King of Arms.

He was succeeded by his nephew, who inherited from him the estate of Largo, in the county of

Fife; he married, but died without issue, and was succeeded by his only brother, James Durham, Esq., of Largo.

This gentleman married Margaret, daughter of Sir Thomas Rutherford, (she became heir of lines to the honours of Rutherford, upon the failure of issue of her father and brother, upon which account General Durham quartered the arms of Rutherford with his own, and the family claims the peerage of Rutherford;) he had issue, with four daughters, three sons, one of whom was James, his heir, who was succeeded by his eldest son, James Durham, Esq., of Largo, who married twice, but had issue only with his second wife, (Ann Calderwood, daughter of Thomas Calderwood, Esq., of Polton.) James, a general in the army, Thomas, William, Margaret, and Philip Charles, present Laird, now Admiral Sir Philip Charles Henderson Calderwood Durham, Grand Cross of the Bath, and of the order of Merite Militaire of France (the subject of the following memoranda). He married, in 1799, the daughter of the Earl of Elgin, Lady Charlotte Matilda Bruce, who died in 1815, leaving no issue. In 1817 he married Ann Isabella, only daughter of Sir John Henderson, Bart., of Fordel, in the county of Fife.

In the year 1777, at the age of fourteen, Philip Charles Durham embarked on board the Trident, of sixty-four guns, as midshipman.

Amongst the first services he was called upon to perform, was to bring off some men from the Royal Henry, East Indiaman, whom the master of the Trident had pressed. One of the pressed men had brought a small venture with him from China, which in the confusion he forgot to bring off. He requested Mr. Durham's permission to fetch it, which was granted, and the boat put back for that purpose.

As will be seen afterwards, this kind action to a poor seaman did not go unrewarded.

The Trident was lying at St. Helen's, and had on board Lord Carlisle, Lord Cornwallis, Governor Johnson, and Mr. Eden, whom she was to take out to America, as Commissioners to conclude a peace with the revolted Americans.

The day before she was to have sailed, the gammoning of the bowsprit and the collar of the mainstay were discovered to be cut through, so that the first breeze or pitch of the ship would have sent the masts overboard. It was never found out who was the author of this plot, which was kept a secret from the Commissioners, and the damage repaired as speedily as possible.

Nothing worth noticing occurred on the passage. On the 8th of May, 1778, the Trident arrived in the Delaware river and joined Lord Howe's fleet; and Captain Elliot, who commanded her, being promoted to the rank of commodore,

Captain M....., of the Senegal, was appointed flag captain.

Mr. Durham was sent on board the latter ship for the captain's baggage, and on going on the quarter-deck, he was accosted in the following terms by the first lieutenant.

"Well, young gentleman, you have come for your captain's baggage, haven't you? I wish you joy of him; he is one of the most tyrannical, overbearing fellows I ever met with; he led my predecessor such a life that the poor fellow cut his throat, but I would cut his before I cut my own."

Mr. Durham made no reply, but returned to the Trident with the baggage.

The lieutenant's account of the new captain proved but too true, for from the moment he got the command, punishments increased, and all happiness seemed at an end, every one regretting Captain Elliot, who was a most distinguished officer, and adored by his crew.

In July, 1778, the fleet under Lord Howe took British troops on board and sailed for New York, and a few weeks after arriving at that place, much to his Lordship's surprise, the French fleet under Count d'Estaing anchored outside the bar. Their ships being large, the small depth of water prevented their coming inside; a fortunate circumstance, as they were nearly twice as numerous as the British force.

A gale of wind springing up, they were compelled to quit their position, and ran for Rhode Island. Lord Howe having been reinforced by part of the fleet that had sailed from England under Admiral Byron, pursued them, and as soon as he arrived off the island, the French fleet came out, having burned and destroyed several English frigates and sloops that were lying in the harbour; and just as the two admirals were contesting for the weather gage, another gale of wind came on which dispersed both fleets.

Lord Howe had left his own ship, the Eagle, and gone on board the Apollo frigate, which ship was dismasted in the storm, and parted company in the night, upon which Commodore Elliot took the command, and returned with the fleet to New York, and d'Estaing bore up for the West Indies. The commodore's health being bad, he invalided, and returned to England in a transport as soon as Lord Howe rejoined.

His Lordship detached several line-of-battle ships (one of which was the Trident) to join Admiral Barrington in the West Indies, and they accordingly made sail for that station, and were soon reinforced by Admiral Byron, who arrived from England.

Captain M.....'s tyranny had by slow degrees worked upon the crew, and being off Guadaloupe, the Trident's ship's company mutinied, refused to

do duty, and ran below. On seeing this, he mustered all his officers, armed them, and attempted to go down the after-hatchway; this could not be accomplished, and he tried the fore-hatchway; but on putting his foot upon the ladder, he was seized by the trowsers, and the men called out, "Up ports, and out with the ——." He threw himself back, and was saved from being drawn down by his two aide-de-camps, Mr. Durham and Mr. Moore (afterwards Admiral Sir Graham Moore).

Upon this, Captain M..... called out the marines, under Lieutenant Moncrieff, (the present colonel of marines at Portsmouth,) who drove the mutineers up, and kept them on deck for two or three days till they returned to their duty.

Although nothing should induce a ship's company to disobey their commander, it was admitted by every officer on board that the tyranny exercised over them had driven them to open rebellion. No stronger proof of this can be given than the fact that no further notice was taken of the mutiny.

Mr. Durham finding his situation as aide-de-camp almost insupportable, applied for, and with great difficulty obtained, leave to go home. He embarked on board the Supply store-ship, bound for England, and was sent to bring off Lady Macartney, who was also going home. As they neared the ship, she was discovered to be on fire;

he returned to put Lady Macartney on shore before he went to render assistance, but before the boat reached the shore the Supply blew up.

Every thing he had was on board that ship, so that he was left with only the clothes he had on. The next morning he took a canoe and went on board several men of war that were homeward bound to request a passage.

The first he applied to was the Isis, of fifty guns, but was refused; he then tried the Snake sloop of war, commanded by Captain (afterwards Admiral) Douglas, who also declined taking him on board for want of room, having a number of invalids from the fleet.

Mr. Durham was again getting into his boat, much disappointed, when the gunner, who was fishing the anchor, looked at him and said, "Were you midshipman of the Trident in the Downs in 1777?" Mr. Durham replied that he was. "Do you remember being sent to bring off the men that were pressed from the Royal Henry East Indiaman, and putting back when one of them told you he had forgotten his little venture he had brought from China?" "Yes." "Well, I am that man; I am now gunner of this ship, and have a large cabin, and if the captain will let you come on board, you shall live in it and be no encumbrance to him." Mr. Durham gladly accepted the offer, got the captain's leave, and sailed for England.

On arriving at Spithead the whole crew were turned over to the Ardent, sixty-four, the same day, but Mr. Durham being only a passenger, did not join her, and he soon had reason to rejoice at his good luck, for in a few days he heard of the capture of that ship by the combined fleets, off Plymouth.

He took the coach for London, and on his arrival there heard that his late captain (Elliot) was then fitting out the Edgar, seventy-four, at Woolwich. He immediately went down and joined her, and sailed, in January 1780, in the squadron under the command of Sir George Rodney.

On the 8th of that month they fell in with a convoy from San Sebastian to Cadiz, consisting of fifteen sail of merchantmen, guarded by a sixty-four gun ship and some smaller vessels. They were all captured, and many of the merchantmen being laden with wheat, flour, and other articles of provisions, they were sent to Gibraltar to relieve the distress of the garrison, who were suffering severely from the sudden defection of the Emperor of Morocco from the British and his alliance with the Spaniards.

Hitherto Gibraltar had been amply supplied with provisions from the Barbary coast, but now, at a most critical period, by the alliance of two nations who had been mortal foes for centuries, they were cut off from their market.

The sixty-four gun ship was taken into the service, and called the Prince William, in honour of that prince, who was then a midshipman on board one of the ships of the squadron.

On the 16th of January, Admiral Rodney fell in, off Cape St. Vincent, with a squadron of eleven Spanish ships of the line, under the command of Don Juan de Langara; the latter tried to avoid an engagement. To counteract his manœuvres, Admiral Rodney changed the signal for a line of battle abreast to that of a general chase, with orders to engage as the ships came up with the enemy.

The Edgar, being the fastest sailing ship in the fleet, came up, about four in the afternoon, with the San Domingo, of seventy-four guns. Captain Elliot immediately commenced firing, but soon observing the San Domingo to be on fire, he hauled off, and in a short time she blew up, and her whole crew of six hundred persons perished. The Edgar had a narrow escape of sharing her fate.

The action and pursuit continued till two in the morning, when the headmost of the enemy's line struck to Admiral Rodney.

The Spanish Admiral's ship Phœnix, with three ships of seventy guns, were captured and carried safely into port; several others ran on shore, and the victors were themselves made prisoners.

On the evening of the 19th of January, the Edgar and fleet arrived at Gibraltar with the prizes.

Admiral Rodney shortly after sailed for England, which left Captain Elliot in command of the fleet that remained. He again hoisted a Commodore's pennant, and made Sir Erasmus Gore his flag captain.

Mr. Durham saw the first gun fired at the siege of Gibraltar, and was much employed in boat service during its continuance.

About noon on the 29th of January, a large ship appeared to the westward, which on doubling Cabrito point was discovered to be an enemy; signals were made instantly for the Edgar and two frigates to attack her. The Spaniard seemed much confused, and at last worked close in shore and took refuge between two barbet batteries. The Edgar exchanged several broadsides with her, while the two frigates attacked the batteries. Commodore Elliot, however, soon recalled them, fearing they might sustain more injury than the object would warrant.

On the 20th of April the Edgar was ordered home, and sailed in company with the Hyena and a privateer, and escaped, though blockaded in Gibraltar by five Spanish sail of the line. On arriving in England she joined the channel fleet.

In July, 1781, Midshipman Durham was promoted to be acting lieutenant and aide-de-camp

to Admiral Kempenfelt in the Victory, which ship was lying at Torbay, with the fleet under Admiral Darby, who detached Rear Admiral Kempenfelt with a squadron. The latter had been introducing many alterations in the code of signals, in which he effected a complete revolution; his captains did not seem to understand them at first, which gave him much annoyance; and, being off the Lizard, Captain Jervis (afterwards Lord St. Vincent) and Captain (afterwards Lord) Duncan came on board the flag ship, and said, "Admiral, we cannot understand your signals; we must have them better explained, or we cannot go on with them."

The old admiral was affected even to tears at his signals not being understood, and requested them to try them for that cruize.

They ended by becoming quite familiar with them, which could not fail to be the case, as Admiral Kempenfelt had made them much more simple and easy.

His constant use of foreign technical words, which he had acquired abroad, rendered them much less intelligible at first.

On one occasion, he gave an order for "coupé" flags and pennants. When it was received, nearly all the captains came on board for explanations, and he was forced to alter the word to "alternate coloured."

After a short cruize the admiral returned to

Spithead with the squadron, but shortly sailed again, with twelve sail of the line and some frigates, to watch the port of Brest, and fell in with the French fleet under Guichen, which had sailed from that port for the West Indies. It was very thick weather, blowing hard; and some of the French ships having passed the English squadron, Kempenfelt cut right through the enemy's fleet, though much more numerous than his own, disabling a number of them, and capturing some of their transports and store ships.

This was one of the most daring deeds of Kempenfelt's life, and it may not be uninteresting to have an account of this extraordinary action in his own language. His letter is dated—

"Victory, at sea, 14th Dec., 1781.

"SIR,—You will please to acquaint my Lords Commissioners of the Admiralty, that on the 12th inst., soon after daylight, Ushant then bearing N.E., distance fifty-three leagues, the frigate looking out to windward made the signal for seeing a fleet in the south-east, the wind being then in that quarter, upon which I made signal for the two-decked ships and frigates to chase, and crowded all sail in the Victory.

"At nine o'clock we could perceive they were steering large to the westward. At half-past ten observed several ships of the line a considerable way ahead and on our lee-bow, forming in order of

battle; upon which I made the signal for the line; but having prospect of passing between the enemy's ships of war and a great part of their convoy, I continued a press of sail, with a view of calling them off, and succeeded in part. Several struck to us: with the exact number I cannot acquaint you; and I am apprehensive that some which struck were not taken possession of, the evening coming on and it blowing fresh with thick weather.

"By crowding sail to effect this, several of our ships were far astern, so that to form a line for action would have been impossible to effect before dark; I therefore tacked to join the sternmost ships, at the same time making the signal for the order of sailing, to get the squadron connected, after which I put upon the same tack with the enemy.

"At daylight the next day we saw them to leeward, upon which I formed the line; but perceiving their force so much superior to my squadron, I did not think it advisable to hazard an action.

"When we got amongst the convoy, the Triomphant, of eighty guns, who had kept with them, in bearing down to join their squadron, passed close across the Edgar's forefoot (the leading ship of our line) and gave her a smart raking fire, which fortunately did not do much execution.

"The Edgar's conduct on this occasion was mas-

terly; she avoided being directly raked by judiciously bearing up as the enemy passed her, and immediately luffed to the wind, and brought her broadside to bear at right angles with the enemy's stern, throwing a well-directed fire, which we could perceive was very effectual. The next morning we could see the Triomphant in the French line, with his main topmast and mainyard gone.

(Signed) "R. KEMPENFELT."

In this action the French fleet under Admiral de Guichen consisted of four ships of one hundred and ten guns, one of one hundred and twelve guns, two of eighty-four guns, seven of seventy-four guns, four of sixty-four guns, and two armed *en flute*, in all twenty-one ships. The British fleet under Admiral Kempenfelt consisted of twelve ships of the line, one ship of fifty guns, four frigates, and one fire-ship; there were fourteen French merchant ships taken, and three transports sunk.

Kempenfelt returned to port with the prizes, and was placed with his squadron under the command of Admiral Barrington, who sailed upon a cruize. Soon after sailing he got sight of another French squadron ahead. The only ship they got up with was the Pégase, which Captain Jervis, in the Foudroyant, engaged and captured in the night.

The day after the capture of the Pégase, Captain Jervis being wounded, Kempenfelt sent Mr. Durham to inquire after him, saying as he went out of the cabin, " Young gentleman, take a good look at that officer, he is not a common captain of a man of war."

Many years later, after Captain Jervis was made Lord St. Vincent, Mr. Durham mentioned this to him, and he was so pleased that he ever afterwards showed Mr. Durham the greatest friendship.

In 1782 Rear Admiral Kempenfelt was transferred to the Royal George, to make way for Lord Howe, and Mr. Durham joined that ship, still as his aide-de-camp and acting lieutenant.

She was under orders to sail for the relief of Gibraltar. During her last cruize she had made rather more water than usual, and after a strict survey, the carpenters discovered a leak, and stopped it.

It was likewise observed that the pipe which admitted the water into the hold for cleansing the ship, was out of repair. This pipe is usually placed about three feet below the surface of the water; to remove the old pipe, therefore, and to insert a new one, it became necessary to heel the Royal George on one side, so as to raise the mouth of the pipe out of the water.

This operation brought the larboard port hole sills even with the water. A lighter came on the

lower side of the ship and put her cargo of rum on board, the weight of which, with that of the men engaged in hoisting in the casks, caused the Royal George to heel considerably more and brought the lower deck port holes under the water, which now dashed in in such quantities to her hold, that she began gradually to settle down.

The carpenter twice warned the first lieutenant (Sanders) of the danger the ship was in, but he would not listen to him, and delayed giving the order to right the ship till it was too late; and a slight breeze springing up, heeled her completely on her broadside, when guns, shot, and everything moveable fell to leeward, and rendered it an impossibility to right her. She sank almost immediately.

The watch on deck, consisting of two hundred and thirty men, were saved by running up the rigging, and were taken off by the boats which came to their assistance, and which likewise succeeded in picking up about seventy who had escaped by swimming, amongst the latter were the Captain (Waghorn) and two acting lieutenants (Durham and Richardson).

By this calamity about 900 persons met with a watery grave, among whom was the brave old admiral, Kempenfelt, who at the time was sitting writing in his cabin. He was in the seventieth year of his age.

When the Royal George finally settled down, her masts stood nearly upright, the cap of her bowsprit appeared above water, and the admiral's flag remained flying at the mizen top mast head.

Amongst those who were so fortunate as to escape was Mr. Durham, who, in the account recently published, is called seventh lieutenant of that ill-fated vessel.

His escape was most miraculous, as will be seen by his own narrative, transmitted to the editor of the very interesting account of the loss of the Royal George at Portsmouth. It is dated—

"Polton, near Lasswade,
January 4, 1842.

"I was walking the quarter-deck with the captain, (Waghorn,) and had frequent communications with the men who were boring the hole in the side of the ship. The carpenter then came up, and said that the ship was taking in a great deal of water at her lee ports, and that he thought it was time to right her. The first lieutenant and the carpenter immediately quitted the deck.

"Two or three minutes afterwards I heard the men who were over the side boring the hole for the stop cock, call out 'avast, avast heeling, she is high enough. The ship is rising out of the water.' Up to that moment they had been calling for the ship to be heeled more.

"The captain then ordered the ship to be righted, and I called the drummer and made him beat to quarters, that the starboard guns might be run out.

"The guns were begun to be run out on the weather side, when the ship took a sally, or tremulous motion.

"Looking up aloft, I saw that the masts continued to fall over, and just then I observed the captain trying to open the door of the admiral's cabin, but in consequence of the vessel being so much heeled, he was unable to do so.

"She was evidently going over, and I heard Lieutenant Richardson from the poop exclaim, 'It's all over, but I must try and save this coat.' It was the first time he had put on his lieutenant's uniform, and he immediately jumped overboard, with the coat under his arm. Following his example, I pulled off my coat and leapt overboard. I soon got hold of a hammock that had floated off the deck. At this moment I was twice carried down by a marine, whom I shook off by tearing the waistcoat loose by which he clung. I then by throwing my arms about got hold of a spar, and was carried into the wake of the ship, where I got hold of the signal halyards. (a curious circumstance, as I was signal officer.) I continued to hang by them until one of the seamen swam up and said, 'Give me hold of these halyards, and I

will tow you up.' This he did, and I sat on the mast head for near an hour; the boats being busied in picking up people who were in more imminent danger.

"I now observed the captain hanging to the weather mizen top sail yard arm, supported by a seaman, and I desired the first boat that came towards me to pick him up first, which was done."

Mr. Durham was picked up by another boat, and together with Mr. Williams, the carpenter, was carried on board Lord Howe's flag ship, the Victory, and was immediately put to bed.

Mr. Williams died a few hours afterwards, but Mr. Durham soon recovered. It is a curious fact that the body of the marine who clung to Mr. Durham was washed on shore about a fortnight afterwards, with the waistcoat firmly twisted round his arm; a pencil case bearing Mr. Durham's initials was found in the pocket, and restored to its owner.

Another interesting relic of the wreck was recovered during Colonel Pasley's operations, in 1841, and which Sir Philip Durham identified as having been his property: it was a stamp he employed for marking his books, linen, &c. The types were in a perfect state of preservation, though they had been in the great deep for nearly sixty years.

Admiral Leveson Gower, then captain of the

fleet, came into the cabin where Mr. Durham was in bed, and asked him what he meant to do. He replied that he intended to go to sea as soon as he could get an appointment. The admiral said, "I am directed by Lord Howe to say, that if you wish it, he will take you into his ship as one of his lieutenants."

Mr. Durham informed him that he was not a lieutenant, but had only acted as such during a vacancy, and as signal officer to Admiral Kempenfelt.

On receiving this information Admiral Leveson Gower left him, but soon returned and said that Lord Howe would take him into his ship, and promote him to the rank of lieutenant on the first opportunity.

Mr. Durham then went on shore and got newly rigged out, his whole kit having gone to the bottom in the Royal George, and immediately afterwards embarked on board the Victory.

Just as the Victory had hove short and was getting under way, Captain Dalrymple, of the Union, ninety guns, came on board and stated to Lord Howe that both he and his officers were wholly unacquainted with the new code of signals, and wished to know if his lordship had any one that could teach them. Admiral Leveson Gower said, "Why here is poor old Kempenfelt's signal officer, have you a vacancy for a lieutenant?" Captain Dalrymple said he had, and within an hour

Mr. Durham was transferred from the Victory to the Union as acting lieutenant. The fleet sailed for the relief of Gibraltar, off which port they appeared in the month of October, 1782, and were driven into the Mediterranean by contrary winds.

They were pursued by the combined fleets, which were much more numerous than the British; but in spite of their exertions, Lord Howe found means to throw a supply of provisions into the garrison of Gibraltar, and gave the enemy a check by an action, in which the Union had a severe engagement with the Santissima Trinidad, of 112 guns, during which Captain Dalrymple stationed Mr. Durham on the quarter-deck beside him, in lieu of the first lieutenant, who took Mr. Durham's station on the lower deck. This was on account of his thorough knowledge of signals.

Lord Howe then detached five sail of the line (one of which was the Union) under Sir Richard Hughes to the West Indies, where they joined Admiral Pigott, from whom Mr. Durham received his lieutenant's commission on arriving at Barbadoes in 1782, having served his time as a midshipman.

He was promoted into the Raisonnable, of sixty-four guns, commanded by Captain Lord Harvey.

At the conclusion of the peace she returned to Spithead, and was ordered round to Chatham to be paid off.

At the instigation, it is supposed, of some of the lower class of tradespeople and Jews of Portsmouth, the crew refused to take her round to Chatham, and insisted on going into Portsmouth harbour.

The officers remonstrated for several days, but to no effect; and the guardship at Portsmouth was ordered to prevent the Raisonnable from entering. At last Lord Harvey agreed secretly with his officers and petty officers to surprise the ship's company at daylight.

He called them aft on the quarter-deck to hear a letter read to them. The officers being well armed, pounced on the ringleaders and secured them, then cut the ship's cable, and with the subdued men took her round to Chatham. Lieutenant Durham was detained a considerable time at Chatham in attendance on a court martial for the trial of the mutineers, eight of whom were condemned and four hanged; after which the Raisonnable was paid off, and the captain and officers thanked for their exertions.

In 1784 Mr. Durham was appointed to the Unicorn frigate, then lying at Plymouth and bound for the coast of Africa, but before she sailed he fell into bad health and was obliged to go to the hospital.

After his recovery, he thought it time to go and see his father and mother, from whom he had been

absent seven years, and knowing them to be at Bath, he proceeded there without apprising them of his intention. In the morning he walked into the pump room and soon recognised his father.

He went up to him and said, "I suppose you are from the north, sir." He answered that he was. They then got into a general sort of conversation. At last his father said, "I must wish you good morning sir, I am going home to breakfast."

Mr. Durham said, "Won't you take me with you?" His father looked hard at him, and exclaimed, "Good God, you are my son Philip! when you left home you were a white headed laddie—how you are changed. Come, your mother will be delighted to see you." He accompanied his father and mother to Scotland, where he soon entered into all the country amusements their place afforded, but he soon tired and resolved to go abroad.

He started for Paris with his friend Peter Halkett, (afterwards Admiral Sir P. Halkett.) They had a letter of introduction to the Abbé Gordon, of the Scotch College, who recommended them to go to some retired part of France to learn the language, where they would meet the fewest English.

Mr. Durham went to Bourges-en-Berry, and boarded with the principal of the college.

After having been there about a year and picked

up a good deal of the language, he went to a watering-place called Bourbon, near Moulins; there he met with Admiral Comte de Treville, commander-in-chief at Rochefort, who was there for his health. Finding he was a naval officer, the count invited him to his house, and Mr. Durham having acquainted him with his services, and his having been saved from the Royal George, he became a sort of lion, and was noticed by the principal people of the place, particularly by Mademoiselle de Condé, sister to the late Duke of Bourbon.

She invited him to visit her in Paris, where she had a fine hotel in the Rue de Monsieur. Mr. Durham did so, and got into very good French society.

At the house of two Lady Stuarts, of Traquair, in Paris, he met with a young man of the name of Macdonald, who they told him was the son of a highland laird, though he could not speak a word of his native language. His father having been obliged to leave Scotland for the share he took in the rebellion of 1745, emigrated to France with a number of his countrymen.

The young man had come to Paris to try and get into the army, and the Ladies Stuart had succeeded in getting him into a Dutch regiment in the French service. This youth afterwards became Marshal Macdonald.

Mr. Durham having now been about eighteen months in France, wished to be employed again, and returned to England.

On his arrival, he found his old commanding officer, Elliot, was appointed commander-in-chief on the Newfoundland station, and he made Mr. Durham one of his lieutenants in his flag-ship, the Salisbury, which ship he joined in 1786, and served with Commodore Elliot during his command of three years.

When the Spanish armament took place, Commodore Elliot was promoted to a flag, and hoisted it in the Barfleur, where Lieutenant Durham again joined him.

In the year 1790 he was promoted to the rank of commander, and sent out to the West Indies as acting captain of the Daphné, twenty guns, with despatches. On arriving at Barbadoes he joined Admiral Cornish, who was in command of six sail of the line, and delivered his despatches to him.—Their object was to stop hostilities he was about to commence against Porto Rico.

Captain Durham was sent on with despatches to Jamaica, where he gave up the command of the Daphné to Captain Gardiner, and was appointed to the Cygnet, 18 guns, and sent home with despatches announcing the rebellion of St. Domingo.

On arriving in England on the 12th of December, 1792, the Cygnet was paid off.

At the commencement of the French war in 1793, Captain Durham got the command of the Spitfire, of 20 guns, and sailed on the 12th of February of that year. On the 13th he fell in with l'Afrique, French privateer, of Havre de Grâce, captured her, and returned with his prize.

This was the first tri-colored flag that was brought into an English port, and was looked upon as a great curiosity by the inhabitants of Portsmouth, most of whom had never seen one before.

He sailed again immediately, and was very successful in taking a number of small vessels in the channel, and recapturing ships they had taken, and on his return to Spithead found the following letter from the merchants of the Royal Exchange.

" Bishopsgate Street, London,
15th March, 1793.

" SIR,

" I am directed by the committee of subscribers to a fund for encouraging the capture of French privateers, to transmit you the inclosed extract from the minutes of their meeting yesterday, requesting your acceptance of a piece of plate, value one hundred guineas, as a testimony of their sense of your meritorious exertions; and I am extremely happy, at the same time, in having this opportunity to acknowledge how much the com-

merce of this country has been promoted by your particular activity in the service.

"I have the honour to be, &c.

(Signed) "B. LONG,

"Chairman to the Committee.

"To Captain Durham, H. M. S. Spitfire."

This was the first piece of plate awarded.

During his command of the Spitfire, Captain Durham made several thousand pounds in prize money, which he volunteered to lend to his brother, who was an officer of some standing in the dragoons, to enable him to raise a regiment of fencibles, "the Fifeshire." Several years afterwards, on being repaid, he directed his brother to lodge the money at a particular banking-house, which failed shortly after, and he lost all.

In June, 1793, Commander Durham was superseded in the command of the Spitfire, posted, and appointed to the Narcissus frigate, which he held till the 20th of October, when he was appointed to the Hind frigate, of twenty-eight guns, then lying at Sheerness.

On the 8th of December, he weighed, and sailed with two transports for the Downs. On the 7th of January, 1794, he sailed for Guernsey, with the 80th regiment, where he landed them; and on his return, having a brig in company, discovered five ships and a cutter standing to the southward; one

of these ships made a signal, upon which they all chased, and Captain Durham found they were French men-of-war, and made all sail to escape.

About eleven o'clock they hoisted the tri-coloured flag. From the Hind's superior sailing, only one of them could at first get up with her.

On closing, she fired her broadside, which the Hind returned, and they kept up a running fight for some hours, and every time any of the Frenchmen could get up with the Hind, they gave her their full broadside.

Captain Durham was closely pressed and in great danger of being taken. In order to escape the effects of the enemy's shot, he ordered the men to lie down, the first lieutenant, the master, and himself only remaining standing on deck. The Hind discontinued firing, as it was found to diminish her rate of sailing.

She suffered severely from the fire, having two marines killed, ten seamen wounded, and her rigging and tackle dreadfully cut up, there being thirty-nine shot through the foresail; and the tackle was so destroyed, that when Captain Durham wanted to send a boat to two English ships he had discovered standing up channel, and who had paid no attention to his signals of distress, it was found impossible to hoist one out.

Fortunately, he had bought a light deal gig coming through the Downs, and it being nearly calm,

it was lifted out by hand, and six of the best men and an officer put into her; and they pulled off to the ships who had behaved in such an unaccountable manner.

They were found to be the Impregnable, of ninety guns, and the Majestic, seventy-four, on their way up channel to Portsmouth.

On reporting how closely the Hind was pressed by the Frenchmen, the two ships hauled their wind, and bore down to her assistance. As soon as the foremost French frigate saw the reinforcement coming, she made signals to the other frigates, upon which they all hauled their wind and made off.

The reason the two ships did not answer Captain Durham's signals was, that the captain of the Impregnable thought it was a trick of a French squadron trying to decoy them within their reach, and as the two ships were newly fitted out and badly manned, only going from port to port, they had hesitated to go near them.

The Hind returned to Spithead, and having undergone the necessary repairs, sailed on the 8th of March, in company with the Fox frigate and a fleet under convoy, for the Mediterranean, where they were joined by the Thalia.

They returned with a convoy of one hundred and fifty-seven sail, and though the captains of the Fox and Thalia were officers of great experience, yet by some misfortune they both parted company

and lost sight of the convoy before they reached the Channel, and the whole of the arduous duty of protecting a large and valuable fleet, after it had arrived at the most dangerous part of the voyage, devolved on Captain Durham, who fortunately brought them all safe into the Downs. For this important service the merchants of Lloyd's recommended him to the Admiralty for some mark of approbation, in consequence of which they promoted Captain Durham to the command of the Anson frigate, of forty-four guns, on the 30th of October, 1794, though he had only been fifteen months a post-captain.

The Anson joined the squadron under Sir John Borlase Warren, and was actively employed on the coast of France till June, 1795, when she was ordered to Lymington to receive the troops, &c., which were to form part of the expedition to Quiberon Bay. The expedition was to be composed of French emigrés.

Before they embarked, Sir John Warren sent for Captain Durham, being the only person in the squadron who could speak French, and requested him to attend to the embarkation, which was to take place the next morning, and to deliver to the Count d'Hector, who commanded the emigrés, a message from Mr. Wyndham, (then Minister for the War Department,) requiring his presence in London.

The count was an old and distinguished naval officer, devoted to the cause of royalty. When he received Mr. Wyndham's message the tears came into his eyes, and he said, " I understand you, I am not to command the expedition." He immediately took leave of his officers, and set off for London. The embarkation took place, and nobody appeared to know who was to replace the Count in the command.

A number of regiments had been raised and embodied, consisting partly of the unhappy Toulonese who had been forced to abandon their country, and partly of those who had emigrated from France at different periods.

The numbers recruited in this way were insufficient, and a multitude of the prisoners of war had been allowed to volunteer, a measure which nearly proved fatal to the expedition, as they exhibited a spirit of mutiny almost immediately after the fleet sailed.

They were officered by emigrés of the first noblesse of France, and military officers of the highest rank. Fourteen of these, and a whole regiment, embarked on board the Anson.

Amongst them were the Comte de la Châtre, (afterwards ambassador in England,) General d'Hervilliers, the Prince de Léon, the Duc de Levis, the Comte de Etienne d'Harfort, Monsieur de Gontaut Biron, and many others.

On the 14th of June the expedition sailed, the fleet consisting of the Pomone, Robust, Thunderer, Artois, Galatea, Arethusa, Anson, and six gun-vessels, besides thirty sail of transports, under the command of Sir John Warren.

On approaching the coast of France on the 18th, Captain Durham being on the look out, on the s.w., discovered a strange fleet, and communicated it to Sir John Warren. It turned out to be the French fleet, of eleven sail of the line. Sir John detached the Galatea, Captain Keats, in search of Lord Bridport's squadron, which he knew to be in the neighbourhood.

Captain Keats succeeded in finding them, and brought them down for the protection of Sir John Warren; the two squadrons then joined in chase of the French fleet, who made the best of their way to l'Orient.

They were overtaken as they were rounding the Ile de Groise, about four miles from that port, and an action ensued, in which two French line-of-battle ships were taken; the rest escaped into l'Orient, and endeavoured to take shelter in the harbour, but it being low water they could not enter for some hours. Lord Bridport did not continue the chase, not thinking it advisable to risk his fleet so close in shore, or he might have destroyed the whole French squadron.

Sir John Warren then bore up, and on the 21st

of June came to anchor between the Ile Dieu and Noirmoutier, but as the French officers did not consider that a fit place to land, the squadron weighed, and proceeded to Quiberon Bay.

On approaching the land, the Artois and Anson were sent to attack the islands of Hedic and Huette, which are separated from the "presqu'île" of Quiberon by a narrow passage.

This was soon done; the republicans were driven from their guns, and the squadron entered the bay.

A large number of royalists were assembled on the shore, waiting for their countrymen to land; they were a ragged-looking set, armed with cutlasses, muskets, pikes, &c. Captain Durham landed General d'Hervilliers, the Count de Belleroy, (his aide-de-camp,) the Duc de Levis, &c.

These were the first of the expedition that set foot on the French soil, on which they immediately knelt down and kissed.

On the first landing of the emigrant troops, the republicans made a slight show of resistance, but were soon put to flight with some loss, and the royalists took possession of Fort Penthièvre, on the presqu'île of Quiberon.

This presqu'île is joined to the mainland by a narrow isthmus, passable at low water.

On the 3rd of July the landing of the stores, artillery, camp equipage, &c., was effected on the presqu'île, without any precautions being taken for

its defence or the safety of the stores if attacked, which neglect seems to have been the principal cause of the unhappy termination of the undertaking.

The royalist troops amounted to about eight or ten thousand men, and on the 6th of July General d'Hervilliers, at the head of about five thousand of them, made an attempt to carry the republican works and entrenched camp on the heights of St. Barbe by storm, but he was repulsed with considerable loss and himself severely wounded.

A few days elapsed without any engagement taking place, and on the 19th, Captain Keats and Captain Durham went on shore to see what state the royalists were in for defence, in case of an attack from the republicans.

The presqu'île, being the most important point, was the first place they visited. They were astonished at finding everything in the greatest state of confusion, all the "materiel" having been tossed on shore without any order or precaution. The French officers were playing cards and smoking, wholly unconcerned in anything that was going on.

Captains Durham and Keats remonstrated with them, and endeavoured to convince them of the great danger they were in, and recommended them to be on the look out that night at two o'clock, at which time the isthmus was passable; and after having represented to Sir John Warren

the state of things on shore, they returned to their ships, and made their boats and everything ready to render assistance in case of necessity.

Before going to bed, Captain Durham requested the officer of the watch to keep a good look out towards the presqu'île, and to call him if anything occurred.

About half past two he ran into the cabin and said he observed firing. The captain immediately lowered down all his boats and rowed for the presqu'île, where he found that the republicans had crossed the isthmus at low water, forced the outposts, surprised the royalists, and were shooting them in all directions. They had taken possession of the presqu'île, with all the stores, ammunition, &c.; in short everything was in their hands.

It is impossible to describe the terror and confusion that prevailed in the whole royalist army; they could make no resistance, being wholly unprepared. Hundreds rushed into the sea to try and swim to the boats, and were drowned in the attempt; while the republicans were giving no quarter on shore; and thus in a few moments, for want of common precaution, this ill-conducted expedition, which had cost so much money, was completely frustrated, and many thousand men lost their lives.

The presqu'île, properly fortified, with 1000

men and a few pieces of cannon, might have been defended against a whole French army.

In this unfortunate affair the gallant Sombreuil, and all the flower of the French noblesse perished, and many distinguished officers of the French marine. Of the fourteen officers embarked on board the Anson, only two returned.

After these events Sir John Warren sent for Captain Durham, and said, "I am trying to write a despatch on this melancholy subject, but I am so distressed that I cannot enter into the particulars; I wish you to go home with the despatches and explain the cause of the failure."

Captain Durham accordingly sailed from Quiberon Bay, having on board General d'Hervilliers, who was badly wounded, and arrived in Plymouth Sound on the 28th of July, and immediately proceeded to London, where he had an interview with Mr. Pitt and Mr. Wyndham, who were the projectors of the expedition. He had to give a detailed account of the affair, and was asked a number of questions by them as to the way in which it was conducted. Lord Cornwallis (Master-General of the Ordnance) was present; the only question he asked was, "Was the last train of artillery that was sent out landed?" Captain Durham replied no, that it was saved. His lordship appeared much pleased, and asked nothing further.

On leaving the ministers he was invited to dine with the duke of Queensberry, where he met a number of the emigrés, and amongst others the well known Père Elysée. At this dinner he related the failure of the expedition, and stated what he considered to be the causes of it. This came to the ears of those who had planned it, and he soon received a hint to join his ship, which he did with great pleasure, being much harassed by the distressing scenes he witnessed every day with the friends and relations of those who had fallen, and who came to him for particulars he was wholly unable to give them.

On the 11th of September he made sail, and on the 17th brought up off Huette island, where he found Sir John Warren, who had been joined by a reinforcement from England, which had sailed before the defeat was known.

The Comte d'Artois, (afterwards Charles X.,) the Duc de Bourbon, and several other French noblemen, were on board one of the newly arrived frigates. A fleet of transports had also joined, with about 4000 British troops under Major-General Doyle, with a great quantity of stores, clothing, &c.

Captain Durham having known the Comte d'Artois in London, went on board to pay his respects; the latter said he was "Mal à son aise,"

that the captain of the ship he was in was not a man who had been bred at court, that he had that morning knocked his cook's eye out; in short that he wished to get removed.

Captain Durham conveyed his Royal Highness's wishes to the commodore, who removed him to a line of battle ship. Captain Durham cruized off Quiberon Bay and the Ile Dieu till the 23rd of November, frequently anchoring at the different stations. While at anchor off Ile Dieu, a boat came off, bringing him a note from Monsieur Dupuis Ségur, aide-de-camp to his Royal Highness, in which he said, "The prince is lodged in a small cottage, waiting events, very badly off, à sa dernière tasse de café, et point de sûcre."

Captain Durham collected what stores he could spare, and sent them, with his respects, to the Count d'Artois, and soon after waited upon him. His situation was truly melancholy; he found him in a small cottage with a stone floor. The Comte d'Artois seemed very resigned, he said he could bear his situation cheerfully, but that the Duc de Bourbon was equally badly off and was most anxious to get back to England, and requested he might be received into the Anson, or passed to some other ship. Captain Durham replied that he was only captain of a frigate, and had no power over any other ship, but that he would do his

best, and would be very happy to receive the Duc de Bourbon on board the Anson, though he had but a very small cabin and little accommodation.

His Royal Highness took Captain Durham at his word, and next morning the duke came on board, with a suite of twelve persons, consisting of the Marquis de Vibray, his master of the horse, and a number of aide-de-camps, to Captain Durham's surprise and dismay; he however made the best of the matter, and was fortunate enough to fall in with the Robust, seventy-four, Captain Thornborough, who received them all on board and took them to England.

After the troops were withdrawn from Quiberon Bay, Captain Durham remained off the coast, delivering arms and ammunition to the Chouans; one night he landed enough for about 5000 men, and £30,000 in dollars, for which he received a receipt signed "Jaques des Chemins," which signature he was authorized to take; it was probably that of one of the great royalist leaders, Georges, Tantignac, La Rochejaquelin, or Bois Berthelot, who were about the coast.

Captain Durham was also employed bringing off despatches that arrived from Paris. The post-office was under a stone in a wood, where all letters were left and called for in the night. Many of those who conveyed despatches to and from Paris had hair-breadth escapes, and Captain

Durham had the good fortune to save a number of them at different times, by receiving them on board, when they were driven to the coast by the republicans. He also warned the unfortunate Captain Wright of his danger of being cut off by the enemy who were watching him. Unfortunately he paid no attention to the advice, and, as is well known, was cut off in a calm, and taken in a bay on the French coast.

After his capture, when confined in the "Temple" with Sir Sydney Smith, he wrote a note of thanks to Captain Durham, and placed it under the door of his prison, trusting to chance for its conveyance, and strange to say, it found its way to its destination.

Captain Wright was soon afterwards put to death, or died in prison. He was more hated by the republicans than any other Englishman, having distinguished himself at the memorable affair of Acre.

One of those who repeatedly conveyed despatches to the capital, was the Comte de la Rivière. He had several narrow escapes of being taken. On one occasion he was recognised by a lady in the Palais Royal, in spite of a disguise he wore. She whispered in his ear, "La Rivière, leave Paris, you are discovered." He did not take the hint, and was arrested next day and taken before a military tribunal. Observing the

president to be the sergeant-major of a regiment he had served in, he gave himself up for lost, but fortunately the president did not recognise him, and he was released and made his escape to the coast.

A singular circumstance occurred to Captain Durham during his cruize. He was ordered to attack the island of Noirmontier, at the mouth of the Loire, and an emigré was sent on board to pilot the Anson in, instead of which he ran her aground near a fort. Captain Durham was most indignant, and threatened to hang him. Colonel Graham (afterwards Lord Lynedoch) and many other officers were on board at the time, and he recommended them to consult their own safety, as the ship was being hulled by the enemy's shot. In a few hours, however, with the return of the tide, the Anson was got off without great damage.

In the year 1815, when he co-operated with the French and British armies in preserving Martinique, and reducing Guadaloupe to the Bourbon crown, Sir Philip Durham paid his respects to the governor. The latter looked at him and said, "If you had hung your pilot at Noirmontier, I should not have the pleasure of receiving you here." The admiral then recognised his old pilot, who was no less than the Comte de Vangirand, a distinguished naval officer, then governor of Martinique.

The Anson continued to cruize off the mouth of

the Loire till December, when she sailed for England, and anchored at Spithead on the 14th of that month, 1795. She remained there a short time, and in February, 1796, was again placed under the command of Sir John Warren, and sailed with his squadron, consisting of the Pomone, Artois, Galatea, and Anson, who, during their cruize, captured several French frigates, privateers, and merchant vessels.

On the 23rd of December, 1797, the Anson chased a strange sail, and fired several guns at her to bring her to. At half past nine A.M. the chase shortened sail, and hoisted French colours.

Captain Durham immediately beat to quarters and commenced close action. In a quarter of an hour the enemy struck his colours, and proved to be La Daphné, of thirty guns and 276 men. Captain Durham was astonished the next morning, at recognising the ship he had formerly commanded in the West Indies, with an addition of a few guns. She lost five men killed, and several wounded.

The Anson received no other damage than some shot in her sails.

The Daphné was bound for the West Indies, and had on board the French Commissioners for Gaudaloupe and Martinique.

The Anson returned to Plymouth with the prize, and soon made sail again. On the 7th of

September, 1798, she fell in with La Flore, French frigate, of thirty-two guns, and captured her, after a short action.

Captain Durham returned with her to Plymouth, and then joined Lord Bridport off Brest, and was sent to his old station off the coast.

In October, 1798, he was cruizing off Ushant. and perceived a squadron of the enemy, consisting of one sail of the line and eight frigates.

H. M. ship Ethalion now joined the Anson, and they dogged them for seventeen days, never losing sight of them, though the Frenchmen frequently chased them off, but the Anson and Ethalion always returned to their watch as soon as the enemy gave up the pursuit.

At last they made the coast of Ireland; and Captain Durham ran in, and was so fortunate as to fall in with Sir John Warren's squadron off Tory Island, to whom he communicated the enemy's approach. This happy movement was the means of bringing Sir John up to attack the enemy.

The French squadron consisted of Le Hoche, of seventy-eight guns, eight frigates, a brig, and a schooner, under the command of Monsieur Bompart. Sir John immediately made signal for a general chase, which was continued all that day and the following night, in very boisterous weather.

In order to keep sight of the enemy during the previous night, the Anson had carried such a press

of sail, that her mizen-mast and main yard were carried away, and she parted from the squadron.

Sir John Warren engaged the enemy, and the line-of-battle ship and three frigates were captured; but the rest escaped, closely pursued by the British.

Two days afterwards the Anson fell in with the five frigates, and at the same time Sir John hove in sight, making signal to Captain Durham to try and cut them off and harass their van, which he did, and had a severe struggle with those ships for upwards of two hours. The wind at length freshened, and the Anson being completely disabled, having hardly a sail left, and masts, yards, and rigging shot to pieces, the Frenchmen escaped, closely followed by Sir John Warren's squadron.

The foregoing is thus described in the following letter from Sir John.

"Canada, Lough Swilly,
20th October, 1798.

"SIR,

"In addition to my letter of the 16th instant, I beg leave to inform you that I pursued the flying ships of the enemy a considerable distance, when the Anson was discovered to leeward and ahead, having lost her mizen-mast in chase the preceding evening. I directed her to try and cut them off, and harass their van, which Captain Durham did in the most gallant manner, bearing down on the first ship, and sustaining the fire of

the others, who kept in a close, connected line. We pursued three of them round Tillen Head, the rest having hauled their wind; but the evening coming on very dark, and the enemy running down to the bottom of the bay, I kept off and on during the night, and ordered Captain Moore, in the Melampus, who was well acquainted with the place, to go in search of the frigate that was left there, and I have great reason to believe that he captured her, as the Melampus was seen off this port with a prize frigate in tow.

(Signed) "JOHN WARREN.

"To Evan Nepean, Esq. Admiralty."

From the crippled state of the Anson, she inevitably parted company, and at daylight on the 18th, being thick squally weather, Captain Durham discovered a large ship close to leeward. He beat to quarters, bore up, and poured in a broadside, in less than six minutes; and after a severe action, of an hour and a half, she struck, and proved to be La Loire, Captain Adrien Segone, one of the largest and finest frigates of the republic, quite new, pierced for fifty guns, and mounting forty-six eighteen-pounders, with 664 men on board. La Loire lost forty-eight men killed and seventy-five wounded.

She was one of the five frigates the Anson had engaged on the 12th, and was making her escape

from the coast. The Anson lost two killed and fourteen wounded.

General Lavillette, who commanded the cavalry of the intended expedition to Ireland, was on board, and told Captain Durham, that Monsieur Segone, before he struck his colours, had sworn to blow the ship up, and was on the point of doing so when he was put under restraint. Captain Durham had taken him once before, when in command of the Zephyr, a small French corvette, and he broke his parole and got away at Falmouth, and it is supposed he came to the determination of not surrendering on recognising the Anson.

The Anson took her prize into Plymouth. The squadron received the thanks of both houses of Parliament, and the Anson being under the command of Lord Bridport, Captain Durham, received the following letter from his lordship.

" Cricket Lodge, Chard, Somerset,
30th October, 1798.

" SIR,

By yesterday's post I received your letter, dated 16th instant, at sea, giving me an account of the proceedings of H. M. ship Anson, under your command, from your sailing from Causand Bay to that date, which most fully meets with my approbation.

The same post brought me the welcome intelli-

gence of your having captured the Loire, one of the largest and finest frigates belonging to France. Your judicious conduct upon this occasion, as well as the spirited conduct of your officers and men, gives me the highest satisfaction, and is approved of by me, as I am confident it will be by the Admiralty and the public, and I am much pleased with your activity and success.

I have transmitted copies of your letters to Mr. Nepean, for their lordships' information.

You will get the Anson's defects made good, and wait in Causand Bay until further orders.

(Signed) "BRIDPORT.

"Captain Durham, H. M. S. Anson."

"Cricket Lodge, 2nd November, 1798.

"SIR,

I am commanded by the Lords Commissioners of the Admiralty, to acquaint you that they are highly satisfied with your good conduct, not only on the occasion of the capture of the Loire, but in accompanying the French squadron to the coast of Ireland, and also with the gallant behaviour of the officers and men who were serving on board the Anson at the time of the said capture; and I feel great satisfaction in communicating the same to you, your officers, and men.

(Signed) "BRIDPORT.

"Captain Durham, H. M. S. Anson."

While the Anson was refitting, Captain Durham went to London and to court, where he saw the Duke of Clarence, who said to him—"Captain, attending that French squadron for seventeen days, as you did, and your capture of the Loire, after your action with the five frigates, was a fine piece of service, and does you great credit." His Royal Highness then took off his sword and belt, and presented them to Captain Durham.

As soon as the Anson was refitted, Captain Durham sailed on a cruize, and on his return was placed in command of a squadron, consisting of three frigates, and was to have sailed in quest of some ships that were expected home from South America, but the morning the squadron was to sail, he was directed to deliver his orders to Captain Pierrepoint, and to proceed to Weymouth to attend his Majesty. The squadron sailed without him, and captured the Spanish galleons, and he was thus deprived of sharing the prize money, which was something very considerable.

While at Weymouth, the King came on board to take a sail, (the San Fiorenzo being under repair,) and soon afterwards two boats came alongside, containing Lord Loughborough and Mr. Wyndham. They remained a long time in conversation with his Majesty, who seemed much agitated, and on one occasion raised his hat with

both hands off his head, and exclaimed, "Never, I would sooner lose my crown." Captain Durham and Sir Harry Neale, who were walking the deck at the time, supposed the subject that agitated the king so much was the catholic question, about which the ministers had come to see his majesty.

The king dined on board, and there being three tables, the captain requested Lord Loughborough to take the head of one and Mr. Wyndham the other, his majesty dining at the other table with a party of ladies of rank. It was customary for the captain to present the king with the first plate, which Captain Durham did, but presented it on the wrong side. His majesty turned sharply round and said, "What, what,—not much accustomed to this I see; go and get your dinner."

In the evening the king and queen were present at a grand ball given on board the Anson.

At the close of 1799, the Anson returned to her old station off the coast of France, and captured several privateers, one of which was Le Hardi, of eighteen guns, which she brought into Plymouth.

Troops and artillery were then shipped on board the Anson, to reinforce the army under the command of Sir Ralph Abercromby, who was then at Minorca.

She was detained by contrary winds at Gibraltar. At daylight on the 27th of June 1800, Cap-

tain Durham observed a large convoy of merchant vessels in the straits. He gave chase, and was so fortunate as to capture seven of them.

The Spanish gun boats had been committing great depredations on the trade in the straits for some time, and Captain Durham was anxious to get an opportunity of punishing some of them. They were generally heavily armed, and always managed to get into some of the creeks on the coast of Spain to avoid pursuit.

He had the good fortune to come up with two of them, and cut them off from the shore, upon which they fled for the opposite coast of Africa, and off Ceuta they were captured by the boats of the Anson, commanded by Midshipman Needham Taylor, (now Captain Taylor C.B.,) who boarded them in the most gallant style. The Anson returned to England, and was immediately employed to convoy the East India trade to a southern latitude, having done which she returned home.

On arriving at Spithead, having commanded the Anson for six years, Captain Durham was transferred to the Endymion, of forty guns, on which occasion he received a very flattering letter from Lord St. Vincent, informing him that on his accession to the admiralty he found a memorandum recommending his appointment to that ship whenever she became vacant, and that he had great pleasure in making that appointment.

Captain Durham took the command of the Endymion on the 24th of February, 1801, and sailed, with orders to proceed to Lisbon and take command of the squadron at that place.

When the evacuation of Lisbon was determined upon, he was ordered to receive the Duke of Sussex on board, who was there for his health, and also a quantity of plate and jewels, but he was soon informed that the town would not be evacuated until Junot arrived at a particular point. He waited most anxiously for several weeks, dreaming of making his fortune, and that of all the officers under his orders, but at last the minister informed him that he thought the French troops would not enter Portugal, which being the case, the Endymion returned to Spithead. Soon after this he put to sea again, and on the 13th of April captured La Furie, French privateer of sixteen guns, and returned to Spithead.

He was then sent to St. Helena, to bring home a convoy of Indiamen; and on bringing them safe into the Downs received a handsome piece of plate from the East India Company, with the following letter.

"East India House,
19th February, 1802.

"SIR,

"It is with great pleasure I obey the commands of the Court of Directors of the East India

Company, by communicating their thanks for your care and attention in convoying home from St. Helena seven of the company's ships, together with three extra ships laden on the company's account, and in acquainting you that they have presented you with a sum of £400, for the purchase of a piece of plate, as an acknowledgement of those services, and which may be received at the company's treasury here, any day that may suit your convenience.

(Signed) "W. RAMSAY, Secretary.

"To Captain Durham, H. M. S. Endymion."

During the short peace of Amiens, Captain Durham resigned the command of the Endymion, and went upon half-pay at the close of 1802. Until this time he had been in active sea service since the commencement of the war. He remained a very short time on half-pay. On the recommencement of hostilities he was again called into active service, and appointed to the command of the Windsor Castle, ninety guns, in the month of April, 1803; but on the 29th of May, was transferred to the command of the Defiance, seventy-four guns, and was attached to the squadron under Admiral Collingwood, who detached Captain Durham, with a few ships, to cruize off Quiberon, L'Orient, &c., to watch the French; and the whole of the year 1804 was employed in that service. On one occasion, the barge and pinnace went in

shore to reconnoitre two Spanish brigs, and a shot from one of the batteries killed two men, and wounded two others. The bodies, instead of being committed to the deep, were taken on shore and buried on French ground.

The Defiance continued to watch the French harbours till the year 1805, when she joined Sir Robert Calder's fleet. At that period Nelson was searching for the French fleet on the coast of Egypt, and not finding it, steered for the West Indies.

Admirals Calder and Collingwood were cruizing in different directions, in order to intercept Admiral Villeneuve, and to prevent him from getting into a French or Spanish port.

About the middle of July, Admiral Sir Robert Calder made signal for the captain of the Defiance to come on board his ship. On entering the cabin Sir Robert said he had a particular communication to make to him, and said, "The French fleet is returning from the West Indies. Now, as I have always considered you one of the eyes of m squadron, I request you will go and look out for them. You may take up any position you please, only don't lose sight of me."

Captain Durham took his station according to his instructions, sometimes keeping a long way ahead of the fleet.

On the morning of the 22nd of July, being con-

siderably upon Sir Robert's weather bow, Mr. Osmond, the master, came on the poop, and said, "Sir, the admiral is standing too far to the eastward, if the enemy is coming home he will pass in shore, that is, to the south-west of us."

Captain Durham immediately referred to the chart, and became convinced of the correctness of the master's opinion; he ordered the ship to be put about and made all sail for the W.S.W.; Sir Robert still standing to the N.E. At twelve o'clock the man at the mast head discovered a fleet W.S.W.

The Defiance was then at such a distance from the admiral, that the captain was in great fear his signals would not be seen, and let fly the top gallant sheets, yawed the ship, and fired guns from both sides, which fortunately succeeded in calling the admiral's attention, who wore, and stood towards the Defiance.

The combined fleets amounted to twenty sail of the line, three large ships armed "en flute," five frigates, and three brigs. Sir Robert's fleet consisted of fifteen sail of the line, (but two of these were sixty-four gun ships,) two frigates, a cutter, and a lugger. On seeing the enemy, Sir Robert Calder made signal in the Prince of Wales to prepare for battle, and to form order of sailing in two columns.

At two P.M., the Defiance having stood on to

within two miles of the enemy, joined, and took her station in the line. An action ensued, (begun by Sir Robert Calder with great skill and intrepidity,) which lasted four hours, the enemy fighting the whole time with the most determined bravery.

At the end of that time two of the enemy's ships of the line, the St. Raphael and El Firme struck and were taken possession of. Sir Robert deemed it necessary to bring the squadron to, to cover the captured ships. This precaution was rendered still more necessary by the state of the weather, which was so foggy as to prevent the British ships from seeing the vessels ahead or astern of them, and it was impossible to manœuvre with any effect.

Both fleets were employed all night repairing the damage they had sustained. The Defiance was much injured, she had received several shots in her hull, one main deck gun disabled, and rigging a good deal cut, one seaman killed and eleven wounded.

On the morning of the 23rd Captain Durham was ordered to keep sight of the enemy, and to take his station between the two fleets, which he did, fully expecting the action would be renewed. He made the signal to Sir Robert Calder, "You can weather the enemy." No movement followed. The enemy now commenced drawing off, and his

next signal was, "The enemy increase their distance." He then made the last signal, "Am I to keep sight of the enemy?" which the admiral answered, by recalling the Defiance to her station in the line, upon which Captain Durham called his officers, and told them to be particular in their journals, as that was not the last they would hear of that affair.

He then went on board the "Prince of Wales," and saw Sir Robert Calder, who said, "Captain, you made me some improper signals—you were over zealous; however, I will read you some of my despatch that is gone home." He was astonished at hearing the words, "Fortune brought me in sight of the enemy," and remarked to Sir Robert, that he thought it was the signal from his ship, the Defiance.

The admiral paused, and said, "Well, if I had thought it would have been a feather in your cap, I would have mentioned it." Captain Durham replied, "that he thought bringing the fleet in sight of an enemy was a plumage in the cap of any officer," and immediately left the cabin and returned to the Defiance, where he was much pleased at finding letters from several officers congratulating him on having discovered the fleet, and one in particular from the Hon. Captain Legge.

The following letter from Captain Wormley, who was at that time signal officer to Sir Robert

Calder, and repeated the signals of the Defiance, fully attests the services of that ship in discovering the enemy.

"Royal Navy Club, 11th July, 1844.

"MY DEAR SIR,

"In all the operations of the fleet under the command of the late Vice-Admiral Sir Robert Calder, while in search of the combined French and Spanish fleets in the month of July, 1805, off Cape Finisterre, the Defiance, then under your command, bore a most conspicuous part, and was always in a position to render the desired or anticipated service. Being at that period in my 20th year, and serving on board the commander-in-chief's ship, I well remember the confidence placed in the vigilance, management, and good fortune of the Defiance, and her distinguished captain, and when that ship actually displayed the signal with a gun, 'I have discovered a strange fleet,' a burst of delight thrilled through the decks of the Prince of Wales, while every one exclaimed, 'the Defiance has realised our hopes.'

"The Defiance, I think, was on the opposite tack to that of the British fleet, and barely in sight from our mast head, which position alone enabled her to discover the enemy, who otherwise

must have passed in shore of us, and thereby secured their arrival off Ferrol without any contact with the British fleet.

"I remain, dear Sir,

"Yours respectfully,

(Signed) "R. A. WORMLEY, Captain."

The Defiance was then ordered home to change her masts and undergo extensive repairs. As soon as she brought up at Spithead, Captain Durham went to London, and on calling at the Admiralty met Lord Nelson in the waiting room.

His Lordship said, "I am just appointed to the Mediterranean command, and sail immediately; I am sorry your ship is not ready, I should have been very glad to have you."

Captain Durham replied, "Ask Lord Barham to place me under your Lordship's orders, and I will soon be ready." Lord Nelson did so, and promised to leave the orders at Portmouth.

Next day Captain Durham went to Portsmouth, where he found the following orders at the George inn.

"You are hereby required and directed to put yourself under my command, and follow and obey all such orders and directions as you shall from

time to time receive from me for his Majesty's service. Given under my hand, &c.

" Admiralty Office, 11th September, 1805.

(Signed) " NELSON and BRONTE.

" P. C. Durham, Esq.,
Captain H.M.S. Defiance."

" You are hereby required and directed, the moment his Majesty's ship under your command is in all respects ready for sea, to repair with her to St. Helens, and join the Victory, holding yourself in constant readiness to proceed in company with her to sea.

" But should the Victory sail previous to your joining her as above, you are to apply to the Lords Commissioners of the Admiralty, who will furnish you with my rendezvous, where I desire you will join me with the utmost possible expedition. Given under my hand, &c.

" Admiralty Office, 11th Sept., 1805.

(Signed) " NELSON and BRONTE.

" P. C. Durham, Esq.,
Captain H.M.S. Defiance."

On receiving the above he made all sail, had his ship hauled to the shears, her masts changed, the necessary repairs executed, took 750,000 dollars on board, and made sail to join Lord Nelson off Cadiz.

On the 7th of October the Defiance joined the fleet from England.

When Captain Durham went on board the Vic-

tory Nelson said, "Durham, I am glad to see you, "but your stay will be very short, for Sir Robert "Calder sails to-morrow, and takes with him all "the captains who were in his action, to give evi- "dence on his court-martial. I am very sorry to "part with you, but you will have to leave your "ship under the command of your first lieutenant; "but go on board the Prince of Wales and settle "that with Sir Robert. The wind is at N.E.; the "enemy will be out. We shall have Otway here "in a week."

Captain Durham went on board Sir Robert Calder's ship, and saw all the captains who had left their ships to go home with him, but when he found the Admiralty order only said they were to go home if willing, he refused, saying, he was not willing, declined signing a public letter applying for leave to quit his ship, got into his boat, and joined the Defiance. Sir Robert Calder sailed the next morning.

In a few days, the enemy's fleet being reported to be on the move, Captain Durham sent to Lord Nelson, to remind his Lordship that there were 750,000 dollars on board the Defiance, which he had brought out from England, and to inquire what was to be done with them. Lord Nelson answered, "If the Spaniards come out, fire the dollars at them, and pay them off in their own coin." However, in a few days, he sent the Hon. Captain Bouverie, who com-

manded a frigate, to take the money on board, and he carried it to Minorca.

Shortly after this (on the 21st) the combined fleets came out, and the battle of Trafalgar took place. The details of this glorious action are so well known that it would be useless to insert much of them here.

The Defiance first ran alongside the San Juan Nelpomeno, and was just going to pour in a broadside, when Captain Durham observed the Spanish captain, surrounded by his officers, making signals with their hats, and ordered the crew of the Defiance not to fire, upon which the Spaniard hauled down his colours without firing a shot.

Having sent his boats for the captain and officers of the San Juan, they were taken on board, but were afterwards transferred to the Dreadnought.

The Defiance then opened her fire upon the Spanish admiral's ship, Principe de Asturias, whose first shot carried away the British ensign. Two English line-of-battle ships coming up on the Spaniard's quarter, the Defiance pushed on and got up with the French eighty gun ship l'Aigle, which appeared to have been severely handled by some other ship. She was, however, quite ready for action, and defended herself most gallantly for some time; at length her fire began to slacken, and Captain Durham thinking she surrendered, called up his boarders to take possession. The boats were

found to be all shot through, upon which Mr. Spratt, an active young midshipman, took his cutlass between his teeth, called to the boarders to follow, leapt overboard, and swam to the l'Aigle, followed by a few men; he got in at the stern port, and was met by some of the crew who resisted. He succeeded in cutting his way up and hauled down the Frenchman's colours, and in the act of doing so, was shot through the leg.

He dragged himself to the side of the ship, and holding his bleeding limb over the railing, called out, "Captain, poor Jack Spratt is done up at last." Captain Durham managed to warp alongside, and this gallant fellow was slung on board.

The boarders being thus repulsed, and many of them having swum back to the Defiance, Captain Durham hauled off and engaged the Aigle again, she having rehoisted her colours, and after a cannonade of half an hour she struck. He sent Lieutenant Purches and a number of men to take possession of the prize, which, like many others, was driven on shore in the storm and went to pieces. The lieutenant and men were saved.

The Defiance lost seventeen killed and fifty-three wounded, one of which was Captain Durham, who was wounded in the leg and side. His wound appeared slight at first, but it was many years before he completely recovered, after narrowly escaping the loss of his leg.

A few days afterwards Mr. Burnett (now Sir William, who was surgeon on board the Defiance) came to him, and asked for a written order to cut off Mr. Spratt's leg, saying that it could not be cured, and that he refused to submit to the operation. The captain replied that he could not give such an order, but that he would see Mr. Spratt, which he managed to do in spite of his own wounds, and, upon remonstrating with him, Mr. Spratt held out the other leg, (certainly a very good one,) and exclaimed, "Never; if I lose my leg, where shall I find a match for this." He was a high-spirited young Irishman, and one of the handsomest men in the service. He was safely landed at Gibraltar, where he remained seventeen weeks in the hospital.

When Captain Durham arrived in England he received three commissions from the admiralty, one for his first lieutenant, and two for two midshipmen. One of the latter he immediately sent to Mr. Spratt, who returned to England, but was never able to go to sea again (not having had his leg amputated) and was appointed to the charge of the telegraph at Dawlish.

He is now a retired commander, and has two sons very distinguished officers in the navy.

After the battle, a boat came alongside the Defiance containing Captain Hardy, (Nelson's captain,) who looked into the cabin where Captain Durham

was lying on the sofa, and said, " I hope you are not badly wounded. I have a word of comfort for you; one of the last things Nelson said before the action began, was, " Hardy, what would poor Sir Robert Calder give to be with us now? Tell your friend Durham he was the most sensible man of the party to stick to his ship."

This was the second time he had avoided leaving his ship. Some days before the action off Ferrol, Sir Robert Calder sent for him and another captain, and said Lord St. Vincent had requested him to send them home to be evidence on a trial in Westminster Hall, in which his Lordship was plaintiff. He refused to go, but the other captain consented, and thus lost the opportunity of being in both actions.

Captain Durham went on board the Euryalus frigate to see Admiral Collingwood. He found him writing in his cabin. He inquired as to the state of the fleet. Captain Durham mentioned several ships, and was praising the noble conduct of some of the frigates. The captain of the Euryalus hinted that there had been a want of exertion on the part of some particular ship.

Collingwood started up and said, " Sir, this has been a glorious victory for England and for Europe—don't let there be a reflection against a cabin-boy." This quite silenced the captain of the Euryalus.

Captain Durham then quitted the cabin to return to the Defiance, and on going on deck observed a French officer leaning on the capstan. He entered into conversation with him, and found he was the French Admiral, Villeneuve, who had been brought on board the Euryalus. He said, "Sir, were you in Sir Robert Calder's action?" The captain replied that he was, and had commanded the ship that first discovered the fleet, and had remained with them for four or five hours till Sir Robert Calder came up.

Villeneuve sighed, and said, "I wish Sir Robert and I had fought it out that day. He would not be in his present situation, nor I in mine."

The Defiance having suffered a good deal, was ordered home and put into dock; and it is a curious circumstance that Captain Durham arrived in time to give evidence upon Sir Robert Calder's court-martial, which did not take place till some time after he arrived in England.

While he was in London Nelson's public funeral took place, which he attended, bearing the banner of the deceased as a Knight of the Bath.

Captain Durham was then appointed to the Renown, of seventy-four guns, and joined Lord St. Vincent in the Channel, who placed him under the command of Admiral Harvey.

After a very long cruize, he returned to Plymouth, and during his stay at that port was sent

for by Lord St. Vincent, who said, "Durham, do you wish to come into parliament? If you do, I have an order to send you in a cutter to Dover to stand for that place."

Captain Durham replied, that he had no wish to come into parliament. Lord St. Vincent said, "You are right, Sir, and I will give you the command of a squadron; and accordingly, on the 26th of October, 1806, he ordered the Emerald, Captain Maitland, the Tribune, Captain Baker, the Santa Margaretha, and a gun-brig to be placed under his orders, (this was his first command at sea,) and he was sent to look out for Jerome Bonaparte, who was expected from America.

Another captain in Lord St. Vincent's squadron got the same offer to stand for Ipswich, which he accepted, and came in for that place, at a very heavy expense. He sailed upon a cruize, and in a few months parliament was dissolved, before he had had an opportunity of even franking a letter. This was the short parliament of 1807.

Upon returning to Plymouth, Captain Durham was ordered to hoist Lord St. Vincent's flag (the union) pro tem. in the Renown. (This was the second and last time the union was ever hoisted—first by Lord Howe.) It had only been flying in the Renown a few days, when Lord St. Vincent sent for Captain Durham and said, "Captain, to-morrow, at daylight, you will strike my

flag—never to be hoisted again;" and made use of some violent expressions against the First Lord of the Admiralty, who it is supposed had cancelled some of his Lordship's orders.

Accordingly, on the 27th of March, 1807, his flag was struck from the Renown, and this great naval hero never commanded again.

Captain Durham then sailed on a cruize, and on his return went to London, and a friend of his offered him to come into parliament, saying he was obliged to vacate his seat, from having made too free with the N—— bank-notes, and that he could bring him in if he could command a certain sum of money. Captain Durham mentioned this to his friends Messrs. Coutts, and they most liberally advanced him three thousand pounds. He communicated this to his friend, who said, "That will do; I will bear you clear."

He applied for an acting captain for his ship, and she sailed with Sir Richard Strahan's squadron in pursuit of the enemy, who had escaped from some French port and gone up the Mediterranean.

Captain Durham remained in London, expecting the writ to be moved, but there seemed always to be some excuse for its not being done.

Mr. Huskisson's daily answer to his inquiries was, "By and by;" at last he said, "Where is your ship?" "Up the Mediterranean." "Perhaps you had

better join her, as we cannot say when your writ will be moved. The fact is, Lord Castlereagh does not like captains of men of war as members of parliament, because they are always off Cape Finisterre when they are wanted; and if they are sent for, they say they don't like being "whistled up to give a vote."

Captain Durham complained that he had already expended a great deal of money. Mr. Huskisson—"That will be returned;" and in a few days he received a cheque for three thousand pounds, which he forwarded to Messrs. Coutts.

He was sent for by the First Lord of the Admiralty, who told him that a frigate was on the point of sailing for Constantinople, with Mr. Adair and Sir Stratford Canning, and that if he made haste and joined her before she sailed, he would get a passage to the Mediterranean.

He immediately left town and went on board the Hyperion, which he found laden with ministers and officers of all descriptions, and in very bad order, commanded by a young officer who did not seem much at home in his profession.

Running down the coast of Portugal on a hazy night, the officer of the watch called to the captain, "We are close upon three or four large ships." This created a great sensation, everybody springing up to clear the ship for action.

Captain Durham was one of the first up, and, on looking round, it struck him that they must be

the Burling Rocks, which stand very high out of the water. He recommended the captain immediately to haul to the westward, and that he would soon be out of sight of them. This was done, and all was quiet in a very short time.

On rounding Cape St. Vincent, the captain of the Hyperion told Captain Durham that he had to call at Cadiz, where he expected to find Lord Collingwood.

Next morning they got sight of Cape Trafalgar, and Captain Durham told him he thought he would find Lord Collingwood at anchor off the lighthouse at Cadiz, and recommended him to haul in and keep a good look out in the night for the squadron,

At daylight Captain Durham got up, supposing he must be near the admiral, but no squadron was in sight. He looked hastily round, and observing an old tower on the coast, it struck him they had passed the squadron in the night. In a short time, looking out upon the starboard bow, he observed breakers and the mast of a wreck above water at a very short distance, and called out, " Starboard your helm," and was thus the means of saving the Hyperion from running upon St. Lucar's shoals.

The ship was put about, and was nearly two days beating up to where Lord Collingwood was at anchor.

When Captain Durham went into his Lordship's cabin, he observed a quantity of papers laid out to dry, on the table, and on inquiring what they were, Lord Collingwood said they were despatches brought out to him by a schooner which had passed in the night, and was wrecked upon St. Lucar's shoals. It was her mast Captain Durham had seen above water.

Mr. Adair and Sir Stratford Canning were loud in their praises of his skill, and very thankful for their escape, and both said that if he left the ship they would not go on in her.

The Renown being at Minorca, Captain Durham joined her at that island, and the frigate went on to Palermo, where the ministers went on shore by the first boat that came alongside, and would not go on board again, but applied to Captain Stewart, of the Seahorse, who took it upon himself to take them to Constantinople.

The Hyperion some time after joined Lord Collingwood off Toulon, and he sent her in to watch the French.

Captain Durham took an opportunity of going on board to see his old shipmates. One of the lieutenants took him aside and said, " We are still very unhappy; a few nights ago, just before daylight, a number of geese we had on board for stock made a great noise, upon which the captain rushed on deck and asked what was the matter. On be-

ing informed of the cause, he exclaimed, 'Kill them all; that noise may discover us to the enemy.'"

The captain of the Hyperion said he was not at all at his ease himself, that some of his friends who were in parliament had urged the First Lord of the Admiralty to give him a frigate, and called him from an employment that was much more suited to his taste—commanding the sea fencibles in Ireland, where his boat's crew had his hunter for him at his gate three times a week.

This young man, who knew so little about being a sailor, died shortly afterwards.

As soon as Captain Durham joined her, the Renown was sent to Gibraltar to receive Prince Leopold, (second son of the King of Naples,) who had been making a vain attempt for the Spanish crown.

The prince and his suite, which consisted of ten or twelve of the principal noblemen, embarked on board the Renown. The convoy consisted of three Neapolitan frigates, with several transports for baggage, &c.

The Algerines had been for some time cruizing about Gibraltar to try and intercept them, which seemed to make the prince very uneasy, and he said, "Captain, suppose they attack us, knowing we are on board of you, shall we be safe?" Captain Durham made answer, "Oh yes, I will sink them." "That is good," exclaimed the prince.

According to orders he landed them in Sicily, where he was most hospitably received by the king and queen, and his majesty presented him with a handsome snuff-box, set in diamonds, worth a thousand guineas.

About this time an English frigate, commanded by a Captain Raggett, arrived, with the Duke of Orleans on board, also for the purpose of claiming the Spanish crown, but Mr. Canning had caused the admiralty to give Captain Raggett a secret order, not to land the duke in Spain, but to proceed to Sicily.

Captain Durham then joined Lord Collingwood. The enemy's squadron off Toulon having made a move, the in-shore ship communicated it to his lordship, who immediately went in pursuit.

During the chase, Captain Durham fell in with a French polacre. It was blowing very hard, but he ventured to drop a boat on board of her.

The officer reported that he had got on board with great difficulty and danger, and that he found she was a miserable vessel, conveying sick and wounded soldiers from the coast of Spain to France, many of them actually dying. The squadron being in chase, and, as the captain supposed, in sight of the enemy, he inquired by signal what was to be done with the polacre, but getting no answer, he abandoned her, and reported it to Lord Collingwood by signal.

When it was found that the enemy had got into port, and the chase was given up, his lordship sent Captain Durham a memorandum, disapproving of his conduct, in abandoning an enemy's vessel without authority, and in sight of his flag. To this he returned the following answer.

"H. M. S. Renown,
off Toulon, 3rd May, 1809.

"My Lord,

"I cannot but regret that your lordship should have thought it necessary to have animadverted on my conduct, in terms so harsh as those contained in your lordship's letter of the 2nd instant. Solicitous only to have executed whatever your lordship might have been pleased to will, I sent on board the Ville de Paris on Sunday night an officer, expressly to inquire what your lordship wished me to do with the French polacre.

"Not receiving then any commands on the subject, I remained by her during the night, and of course fell greatly astern of the fleet. Early on the following morning, I inquired by signal in what manner your lordship wished me to dispose of her. My signal was not noticed, and the rapidly increasing distance of this ship from the fleet soon precluded the possibility of my receiving any instructions from your lordship.

"My reasons for then abandoning the polacre

were founded on the complete worthlessness of the vessel, the infirm and wretched state of upwards of sixty sick and wounded soldiers, (immediately sent from a port in which a pestilential disease was raging,) some of whom were reported to me actually in the agonies of death, and many others whose removal in an agitated sea would have been an outrage on humanity.

"But however anxious I might have been to have kept possession of her, the state of the weather then left me no choice. One of our cutters was lost alongside of her, and the crew, with the people who had been on board the vessel during the night, were with great difficulty saved. One alternative only was left, viz., my remaining in a line of battle ship by a polacre not at all seaworthy, with a cargo of miserable and wounded soldiers, which would not only have still further diminished the strength of your lordship's fleet in pursuit of the enemy, but would have justly subjected my name to obloquy and infamy, had an action taken place between the hostile fleets.

(Signed) "P. C. DURHAM.

"To Lord Collingwood, Commander-in-Chief, Mediterranean."

On receiving the foregoing, Lord Collingwood ordered him to go and look out for the polacre. Captain Durham did so, and on the third day cap-

tured another with the same sort of cargo, to his great astonishment bound to France from Barcelona.

On rejoining Lord Collingwood with his new prize, his lordship was surprized at Captain Durham's luck, but did not seem to like his letter, which he remarked was written in very strong terms.

Lord Collingwood said, "I shall send the polacre to Malta." Captain Durham replied, he supposed for the benefit of the medical department.

He was then sent to cruize off Genoa, from which service he was relieved by Captain Donelly, who brought him a letter from Lord Collingwood, ordering him to join his lordship immediately off Toulon, the enemy being at single anchor in that harbour. Lord Collingwood added, that he had made a new arrangement in the fleet, by which he gave Captain Durham a broad pennant and the command of the third division, and concluded by saying, "If the French come out it will be a red ribbon, which is all your old friend can do for you."

The French did not come out, and bad weather coming on, the fleet bore up for Minorca, where information was received of a French squadron having put to sea from Toulon. Lord Collingwood detached the Renown, and four sail of the line, in chase of them.

In the night they fell in with Admiral Martin,

and when Captain Durham informed him the service he was upon, the admiral joined in the chase, and two of the French ships were destroyed at the mouth of the Rhone.

This was an unfortunate circumstance for Captain Durham, as it prevented him from being commanding officer at the destruction of the ships, the admiral being senior.

The Renown was then ordered to Cadiz, for her captain to take command of all the ships on that station, and on the 11th of January, 1810, he received an order from Admiral Purvis to take all the trading vessels under his protection, and sail with them to the Downs, where he arrived in February.

In May, 1810, the Renown was paid off, and there ended Captain Durham's service as a captain, which rank he held for nearly twenty years. During this time he never ran aground or lost a single vessel of the numerous convoys he had had under his charge, but had repeatedly received the approbation of the Admiralty and his superiors, and the thanks of the merchants of the city of London, and others, whose vessels he had brought safely into port.

Very few captains in the navy had seen so much active service afloat, or had been so successful.

Captain Durham went to London, and called on Mr. Yorke, the First Lord of the Admiralty,

who was one of his oldest friends. Mr. Yorke told him there was to be a promotion in a few days, and that he was going to make him a colonel of marines, to which he made answer that he would sooner be made an admiral, as it would be of more service to him if employed.

Mr. Yorke promised to ask the Chancellor of the Exchequer to allow him to add a few more admirals to the estimates, and in a few days Captain Durham's name was in the gazette as a rear-admiral, and he went on half pay, and remained without any active employment till the spring of next year, (1811,) when he was sent for by the First Lord of the Admiralty, who said, "Sir James Saumarez, commander-in-chief in the Baltic, is laid up at Guernsey with the gout, we want a flag officer to take command of the Baltic fleet until his recovery. Will you go?" "Yes." "When?" "To-morrow morning."

Mr. Yorke then directed him to apply to his brother, Sir Joseph Yorke, for orders, and said he feared there was no ship ready for him but the Ardent guardship in Hoseley Bay, in Suffolk.

The next morning Rear-Admiral Durham got his orders from Sir Joseph, got into a post-chaise, drove off to Harwich, and there hired a boat to take him to Hoseley Bay, a distance of seventeen miles. Fortunately, on going out of the harbour, he observed a gun brig at anchor, and put along-

side of her, and informed the lieutenant commanding her that he was going upon service to Hoseley Bay to join the Ardent, and that he must get under way immediately. The lieutenant seemed reluctant, and requested to have a written order that he might leave his station. This was complied with, the brig got under way, and the admiral was on board the Ardent at dinner time, when he had to explain to her captain (Honeyman) who and what he was, and to show his credentials.

Next morning the Ardent sailed for the Baltic, where Rear-Admiral Durham found all the fleet in Wingo Sound, and took the command from Captain Williams.

He remained there till the arrival of Sir James Saumarez, who brought him a letter of thanks from the Admiralty.

Sir James was ordered to put five sail of the line under Admiral Durham's orders, who was to hoist his flag in the Hannibal, and sail for the Downs. On arriving there, he received instructions to prepare again for sea.

A short time after his arrival a boat came alongside, containing Lord Liverpool, Lord Castlereagh, and several ladies. Lord Liverpool told him that information had just been received of the Texel squadron preparing for sea, which would make some alteration in the service he was first intended

to go upon, and that his destination would be the Texel.

Admiral Durham dined that day with Lord Castlereagh at Dover Castle, and got his orders from Sir Thomas Foley the next day.

On calling to take leave of Lord Liverpool, his lordship gave him the following piece of advice. His words were, "Admiral, the last flag officer who was upon the Texel station was full of complaints about the anchorage in Hoseley Bay. Yarmouth is so filled up that the squadron cannot rendezvous there, so that Hoseley Bay is the only anchorage in a westerly wind, and I hope you will make the best of it."

Admiral Durham took the hint, and sailed for the Texel with the squadron.

It happened to be that severe winter when so many ships of the line were lost coming from the Baltic, but he made no remonstrances, and happily not a single ship met with any accident.

The safest plan for men of war in bad weather in the north sea, is anchoring at sea, which Admiral Durham fully proved during the hard gales of that winter.

When the Dutch fleet dismantled, the squadron was ordered to Spithead, and Admiral Durham struck his flag and went to London.

He had only been there a short time, when an Admiralty messenger came up to him in the street,

and said Mr. Yorke wished to see him immediately. Mr. Yorke informed him that the French squadron had escaped from L'Orient, and that the Admiralty had five sail of the line and two frigates ready to pursue them at St. Helens, and said, "We want an admiral to take the command. Will you go?" "Yes." "But when?" "Out of this room." "If you do," said Mr. Yorke incredulously, "it will be more than has been done yet. We have no difficulty in finding flag officers, but they have always so many wants before they can sail."

Admiral Durham inquired if the ships were ready. Mr. Yorke said yes, and handing him the list of five sail of the line, requested he would choose. The admiral said, "Ships to me are like hackney coaches, so I will take the first off the stand;" but observing the Venerable with an acting captain, (Captain Dundas for Sir Home Popham, who was then in Parliament,) he said he would take her. Mr. Yorke then called in Mr. Croker, the secretary, who seemed equally astonished at the admiral being ready to sail at a moment's notice. Two junior lords of the Admiralty were then sent for, and they held a board; and having determined upon the outline of the instructions and orders, Mr. Croker promised to have them ready at six o'clock, it being then four. Admiral Durham then sent a messenger to his

house in Gloucester Place, with orders to his servant to put up a few things, to have a post-chaise and four ready in an hour, and to go to Kingston and on to Portsmouth, ordering horses on the road, and a boat to be ready at the sally-port at daylight.

Having received his orders, the admiral proceeded without loss of time to Portsmouth, embarked at the sally-port at daylight for St. Helen's, hoisted his flag in the Venerable, and ordered the squadron to get under way immediately, to their great astonishment.

They appeared to be in no hurry, and after some delay, the Plantagenet made signal, "Cannot purchase anchor."

Admiral Durham briefly answered, "Cut your cable," and made the signal general, "Enemy at sea."

These few energetic words acted like a talisman on the whole squadron. There were no more excuses, the capstans flew round like lightning, and the ships were under way in half an hour.

A short time after sailing, having received information that the French had again put into port, the squadron returned, and the admiral struck his flag. On presenting himself again at the Admiralty, Mr. Yorke said, "Myself and the Board are so well satisfied with your exertions, that you

may apply for any appointment we have to give to an officer of your rank. You shall never be commanded at sea, while I am first lord of the Admiralty."

A very short time afterwards he applied for the command of a squadron assembling in the Basque Roads, having heard that it was a very fine squadron, both as regarded ships and officers.

Mr. Yorke seemed rather surprised, and said that there were many officers of higher rank who had asked for that command. The admiral made answer, that as he was permitted to apply, he thought he might as well ask for what suited him best. He then made his bow, and retired.

Much to his astonishment, in a few days he was sent for by Mr. Yorke, who said, "Admiral, I have much satisfaction in telling you that I can give you the command of that squadron for a short time. You must go to-morrow, a ship will be fitted for you and sent out. Name your officers. Go to Plymouth, and Admiral Young, the flag officer there, will find means of conveying you to the Basque Roads. Hoist your flag in any ship till your own arrives."

He set off the next morning according to orders, and presented himself to Admiral Young at Plymouth, who told him he had just arrived at a fortunate time,—that Sir Michael Seymour, who had just got the command of his late ship, the

Hannibal, sailed the next morning for the Basque Roads, and would convey him there. Admiral Durham sailed in the Hannibal, and took the command.

It is only requisite to name the officers, to show that no squadron was ever in finer order. The ships were commanded by Sir Henry Blackwood, Sir Henry Hotham, Sir Christopher Cole, Sir Jahleel Brenton, Sir M. Seymour, Captain Worth, &c. The squadron was within a few gun-shots of a much larger French force.

The admiral remained in command about a year, when Sir Pulteney Malcolm was sent out to relieve him, and he returned to Plymouth, in the Bulwark, on the 23rd of November, 1813.

On arriving at that port, Admiral Young told him he was authorized to offer him to be commander-in-chief in the Leeward Islands, which were then under the admiral on the American station, but which it was intended to make a separate command, and that if he accepted he might go to London, and his ship would be sent round to Spithead. He accepted, went to town and waited on Lord Melville, who confirmed the offer. Admiral Durham thanked him. His lordship replied, "You need not thank me, for I found it noted by Mr. Yorke, the late first lord, to offer Admiral Durham any command equal to his rank. He immediately called on Mr. Yorke, who said he had

only recommended to the Board what he intended doing himself had he remained, but that his health was unequal to it, and the anxiety caused by the repeated losses of so many men and ships, had forced him to leave his post.

Admiral Durham was to sail in his old ship, the Venerable, and Lord Melville was most anxious he should do so without loss of time, as the French had a number of frigates at sea, and Lord Colville had sailed for the West Indies with a very large convoy.

The admiral told his lordship he was ready to sail immediately he received his orders.

Admiral Hope at that moment came in, and said he had just received a letter from Sir George Gray, commissioner at Portsmouth, informing him that the Venerable would not be ready for twenty-six days.

He insisted upon having his orders, and said he would go to Portsmouth and hurry the ship.

Having collected as many of his old officers as he could find, he went on board the Venerable at Spithead, and found her full of carpenters, caulkers, &c., the bulkheads of the cabin down, only three lieutenants in her, no master, no surgeon, and very few petty officers.

He immediately turned all the work-people out of the ship, got a surgeon's mate from the guard-ship, a master who was upon half-pay at Gosport,

two lieutenants, who were waiting for a passage to the West Indies, and dropped down to St. Helens; much to the astonishment of the crew.

On Christmas morning the wind chopped round to the eastward, with hail and snow; he made sail, and had a quick run down channel (though very uncomfortable to himself and his officers, having no bulkhead to the cabin.)

On the 31st of December, a strange sail was observed and chased by the Venerable. At eleven o'clock, Admiral Durham fired his bow chasers at her, when she hoisted French colours, and struck them, and proved to be Le Jason, letter of Marque from Bordeaux to New York, with a very valuable cargo.

On the 11th of January, the Venerable, in passing the island of Teneriffe, observed a vessel at anchor, and made the signal to her to show her number. She proved to be H. M. S. Cyane. The Venerable passed on, and in the evening, there being very little wind, it was reported to the admiral, that a vessel was steering boldly towards them. She turned out to be the Cyane, who had weighed and come out of the bay.

Captain Forrest came on board, and reported that he had been chased four days before by two large French frigates, when they were cruizing off the island of Palma. Admiral Durham determined to go back and look for them; but the

wind was quite contrary, and his flag captain said it would take two or three days to weather Cape Teneriffe again, and as it was four or five since they were seen; it was impossible to tell where they would be then.

This was about nine o'clock, and as the people had all gone to bed, the admiral gave up the idea, and retired to his cabin. However, upon reflection, he thought that as it was in the direct track to the West Indies, they might still be cruizing there, and that if he found such to be the case, he would blame himself for not having carried out his first intention.

He went on deck, sent for the captain, and desired him to put the ship about immediately, and steer to the northward, and desired the Cyane to follow, and after beating for four days against the wind, weathered the island, and stood directly for the rendezvous, N.W. of Palma, and had the good fortune on the next morning to observe two large ships to windward, who immediately on seeing the Venerable, (the admiral having in some manner disguised her,) bore up in chase, and came down within eight or ten miles of her before they discovered their mistake, when they made all sail to escape from her.

The admiral then began his pursuit, and from the superiority of the Venerable's sailing, came up within hail of them at sunset, and called out to

the sternmost vessel to bring to, upon which she hoisted French colours, and for answer, poured in her whole broadside and musketry, which was instantly returned, every body being at quarters.

The Frenchman fired a second broadside, and in the smoke bore up under all sail, and ran right on board the Venerable, with the intention of boarding her. Observing his higher sails becalmed above the smoke, the admiral suspected what his intention was, and called out to the man at the helm to ease her off, so as to let him strike obliquely. However, he came into them going about nine knots an hour, and struck the Venerable such a blow, that the admiral, and most of the marines on the poop were knocked down. The boarders were then called up, and they lashed the Frenchman forward, while he was secured abaft, the order was then given to board, and they made good use of their cutlasses, killing and wounding a great number before she struck her colours, and as it was then dark, the other frigate escaped for the time. When the French captain came on board to deliver up his sword, it was found that he was wounded in several places; but he was so enraged at the captain of the other frigate having run away, that he could think of nothing else. The other captain was the senior of the two, and had promised to run on board the Venerable at the same time. The admiral sent him into his cabin, telling him

the surgeon would attend him. It being a rainy night, the admiral put on his great coat over his uniform, and having occasion to go to his cabin, he found the surgeon dressing the French captain's wounds, and a marine holding the lanthorn, which he took from him, and held himself, and said to the Frenchman, "Your comrade hailed you just as we came up." He answered, "Yes," he said, "if we part company, I shall change my course every two hours, two points west, and my rendezvous will be in the north-west.'" Admiral Durham immediately gave back the lanthorn to the marine, called for the log, and wrote on it eight o'clock, wind E.N.E. The ship was so much disabled that it was nearly two days before she and the prize could be got ready to proceed. The admiral then called the master, and told him the particulars, which were a plain problem to work. He calculated the frigate would be in the W.N.W. distant about 200 miles.

Admiral Durham desired the captain to steer to the N.W., under all possible sail; the latter seemed much astonished, and said, "Then you are not going to the West Indies?" "That does not follow."

Next day at noon, they had run about 153 miles; and the admiral called out to the look-out man to know if he saw any strange sail. The captain seeing him so anxious, remarked, "Ad-

miral, you seem to have got something in your head." "I have," was the reply; "I expect to see the other frigate." "Well, that is a most extraordinary idea; I don't think there is the smallest chance of it." The admiral replied, "If I had taken your advice, I should never have seen either of them."

Shortly after this conversation, the man at the mast head called out, "A sail on the weather bow."

The captain went up to look at her, and said, "She is a small vessel, and looks like one of our traders running to the southward."

Admiral Durham called for his long glass, saying, he would go and look at her himself. As he was going up the fore rigging, he overheard the men, saying, "D— it, what a rum admiral we have got, he is going aloft."

The ship's company were all strangers to him, never having sailed with him before. As soon as he got a look at the strange sail he felt convinced it was the frigate, and called out to the captain to disguise the ship as much as possible, and to steer straight for her. On hearing this, the ship's company were all in a stir, the captain still persisting that it was not the frigate.

She came down to the Venerable under all sail, supposing it was her consort, and came a little too near before she was undeceived. On perceiving

her mistake she hauled round to make her escape. "Look there," said the admiral, "did you ever see that stern before?"

As night was closing, and dirty weather coming on, Admiral Durham picked out three midshipmen, who were qualified for lieutenants,—in short a whole staff for a ship's company,—and told them to keep a sharp look out for the Frenchman during the night, and not to lose sight of her, as their promotion depended on her being taken. He went on the poop himself, and remained there till the frigate struck. In the morning she was about two miles distant. On coming up with the frigate, she gave a sheer to port, to give the Venerable her larboard broadside, the captain called out to the helmsman to do the same, to enable her to bring her broadside to bear on the frigate. Admiral Durham immediately gave orders to do quite the contrary, so as to allow the Frenchman's broadside to pass obliquely, which was done. She then sheered to starboard, to give the Venerable the other broadside—upon which the latter again did the contrary. By these judicious manœuvres, the Venerable received no other damage than a few shots through the sails; and by the time the frigate came to her original course; the Venerable's bowsprit was in her mizen rigging, and she hauled down her colours, without Admiral Durham firing a shot at

her; upon which the captain said, "I wish you joy of your prize, but you risked the lives of a number of our people." Admiral Durham made answer, "If we had given her a broadside, and killed thirty or forty of her crew, and disabled the ship, which I mean to take to the West Indies with me, what satisfaction would it have been? We have now a ship that has not lost a rope. If you choose to have the command of her, she is at your service."

The names of the two frigates taken on this occasion were,—the first, the Alcmene, forty-four guns, and three hundred and fifty men, command by Captain Ducrést de Villeneuve, who had so gallantly defended her. The second, was the Iphigenie, of forty-four guns, and three hundred and fifty men, with one hundred and fifty British seamen on board, as prisoners, taken out of ships belonging to Lord Colville's convoy.

Admiral Durham then steered for the West Indies, taking his prizes with him.

The Venerable's loss on this occasion, was two seamen killed, and four wounded. That of the enemy, two petty officers and thirty seamen killed, and fifty wounded. The damage done to the Venerable by the Alcmene running into her, consisted of three lower deck ports knocked off, the foresail-yard carried away, and the rigging, stays, and bob-stays much cut by the shot.

The two frigates had left Cherbourg on a six months' cruize.

Had Admiral Durham lingered out the twenty-six days, which the commissioner at Portsmouth said were required for fitting the Venerable to receive his flag, these two beautiful ships might have continued their destructive cruize, and have escaped back into port.

When the officers and part of the crew of the Iphigenie were brought on board the Venerable, the prisoners from the Alcmene were so enraged at them for not having attempted to board on the other side, that the admiral was obliged to call out the marines with fixed bayonets, and station them between the parties to keep the peace.

Fortunately the Cyane again joined, and he sent the prisoners on board of her to England.

The capture of the Iphigenie and Alcmene was a most fortunate one for Admiral Durham's old shipmates, who had been long looking out for promotion, (his first lieutenant having served under him for twenty years.) It enabled him to promote two captains, two commanders, six lieutenants, and a number of petty officers, the prize frigates being bought into the service and stationed in the West Indies. All the appointments were confirmed by the Admiralty.

On arriving in the West Indies, he found the squadron in a most deplorable state of inactivity,

complaints from all quarters of the flag being insulted by the Americans, and nobody satisfied.

The committee of merchants waited upon him, and the chairman particularly complained of their losing opportunities of their ships going to sea from the last Admiral not keeping appointments, and putting them off after having named an hour of meeting. "Now, Admiral," said he, "What is your hour?"

Admiral Durham made answer—"From daylight to dark, and as many times in the night as you think proper to call upon me."

From the moment he got the command, he sent the ships to sea in different directions, went down to Antigua, and cleared the harbour of a number of small vessels that had been a long time doing nothing. From that time the squadron had very great success in protecting the trade and capturing a number of the enemy's privateers, as may be seen from the numerous addresses and testimonials the Admiral received from the merchants and other public bodies before leaving the West Indies.

The only circumstance during his command that gave him some disappointment was the following:

Having received information that a large American frigate was cruising about the islands, he detached an eighteen gun brig, commanded by a Captain Stewart, to St. Thomas's, where a thirty-

eight gun frigate and two brigs were stationed, requesting the officers commanding them to look out at Mona passage in case she should pass that way, and immediately made sail himself for the other passage to leeward of Antigua.

Captain Stewart found the English frigate and the brigs at St. Thomas's, and delivered his despatches.

The frigate sailed, fell in with the American and did not engage her, but joined the Admiral with the intelligence that she had left the islands.

Admiral Durham inquired what reason he had for not engaging her; upon which he shewed a memorandum by which captains were allowed to use their discretion in engaging the large American frigates. The Admiral said, "You had two brigs with you, you should have used them." The Captain replied, "They were not under my orders." This order was quite unknown to the Admiral.

Soon after the peace of 1814, Admiral Durham applied to be relieved, and received a very complimentary letter from the Admiralty, saying that a flag officer would be named to relieve him.

Waiting anxiously to be relieved after so many years of active service, he received the following letter from Lord Melville.

"DEAR ADMIRAL,

"When you applied to be relieved you could not be aware that we were on the eve of another war with France. Bonaparte has escaped from Elba, effected a landing in France, and is making towards Paris.

"As your conduct during your command has given such great satisfaction to the merchants and inhabitants of the Leeward Islands, and to the Board of Admiralty, I have to request you will continue in the command, and I have cancelled the appointment of Admiral Harvey.

"Should, however, peace not be disturbed, I will take care to send out an officer to relieve you.

(Signed) "MELVILLE."

Soon after the receipt of this, Rear Admiral Durham received a despatch from the Admiralty, dated 26th March, of which the following is an extract.

"The vessel that conveys this letter and other despatches for you, carries out orders from Louis XVIII. to the Governments of Martinique and Guadaloupe, to hold those islands in his name.

"I hope they will obey the requisition, but if they should not, and if on the contrary they declare for Bonaparte, it will nevertheless be your duty (indeed it is scarcely necessary for me to

remind you of it) to abstain from any hostile acts against his flag, unless the vessels which carry it should commit any act of aggression against British ships, or until you learn hostilities between France and this country have actually commenced. If Martinique and Guadaloupe continue faithful to Louis XVIII., and their vessels carry his flag, they must of course be treated as friends."

The Governor of Martinique, the Comte de Vaugiraud, a staunch adherent of the Bourbons, fearing the inhabitants would declare for Bonaparte, applied to Sir James Leith, the British General, to have a body of troops transported to the island for the support of his authority. To this Sir James Leith readily agreed, having received instructions from Lord Bathurst which he considered as authorizing him to do so.

The landing of the troops could not be effected without the assistance of the squadron, and Sir James Leith applied to Admiral Durham for his assistance in transporting the army to Martinique. This being a decided act of hostility, and contrary to the instructions the Admiral had received from the Admiralty by their despatch of the 26th of March, he refused to lend his aid until he received orders from England to that effect, or information of hostilities having actually commenced.

This led to a very long correspondence between the commanders-in-chief. At last Admiral Dur-

ham received instructions from England which entirely removed his reluctance to co-operate with the British army, upon which he complied with Sir James Leith's wishes in assisting to transport British troops to Martinique, and embarked a disposable force of near 2000 men, under General Steelen, on board the ships of the squadron. On the 1st of June, 1815, he sailed, and anchored at St. Lucie, which is opposite Martinique, and sent over an officer in disguise to know if the governor still had possession of the island. The answer was that his position was very precarious, but that if the troops were promptly landed he thought he could maintain his authority. Admiral Durham sailed in the evening with the squadron, was joined in the night by Sir James Leith, and ran into Fort Royal bay at sunrise on the 5th June, 1815. The general dashed on shore and took possession of the forts. The admiral went to pay his respects to the governor, the Comte de Vaugiraud (his Quiberon pilot).

The squadron then pushed on to Guadaloupe, with the intention of offering the governor the same assistance.

On approaching the island, the tricolored flag was seen flying, but no hostilities having commenced, the admiral sent his aide-de-camp to Linois, the governor, with whom he had been on terms of the greatest intimacy, with the following

message. "As I suppose you are under restraint, I offer you protection in H. M. squadron."

Linois replied, showing the tri-coloured cockade in his hat, "I have taken up my position, and I shall maintain it."

The general not deeming the force sufficient to attack the island, the squadron returned to Barbadoes, and he collected troops from the different islands, amounting to about 6000 men, and embarked them on board the ships of the squadron, which consisted of the Venerable, flag ship, (on board of which were the 15th regiment, the general, and the whole staff,) the Dasher, Barbadoz, and Muros, sloops of eighteen guns; the Fairy, Espiègle, and Columbia, brigs of sixteen guns; the Chanticlear brig of ten guns, and the Fox and Niobe, troop ships, and sailed for Guadaloupe on the 31st of July, 1815.

On arriving there, Sir James Leith and the troops were immediately landed under cover of the guns of the squadron, and after a resistance of several hours, the island capitulated. A detached fort to the north-east still held out, until the Venerable fired two or three broadsides at it, and the tri-coloured flag was lowered.

It is curious that the first and last tri-coloured flag of that war should have been struck to Admiral Durham, the first to the Spitfire, in 1793, and the last to the Venerable, in 1815.

Soon after this the French prisoners were sent to Europe, and Admiral Linois was ordered to embark on board one of the transports. He was anxious to be allowed to choose his fellow passengers, as he had his family with him, and applied to Sir James Leith to be allowed to do so, but was refused.

He applied to Admiral Durham, who replied that as long as he was on shore he could enter into no arrangement with him, but that as soon as he embarked on board an English ship, he would take care that every accommodation was afforded to him and his family.

As soon as Linois embarked, Admiral Durham told him that from what he had heard of his kind treatment of English prisoners he had taken during his command of the French squadron in India, he had every wish to grant him any indulgence in his power, and that the prisoners embarked should only be such as were agreeable to himself and his family. For this Linois seemed most grateful.

After all was settled, the squadron returned to Barbadoes, and peace being concluded with France, Admiral Durham was relieved by Admiral Harvey, and returned home.

The annexed is one of the many addresses he received from the merchants of the islands before leaving the West Indies.

He was presented with a piece of plate from

the island of Barbadoes, value 500*l.*; a handsome sword from Trinidad, and being made a Knight Commander of the Bath, was presented with a magnificent star of that order by the merchants of St. Thomas's.

On arriving in England he received the order of "Mérite Militaire," from Louis XVIII.

During his long service, besides being present at the capture of many ships by the fleets in which he sailed, he took the following with his own ship:—

| | | |
|---|---|---|
| L'Aigle | 80 guns | French. |
| San Juan | 74 „ | Spanish |
| La Loire | 46 „ | French. |
| La Flore | 32 „ | |
| La Daphné | 28 „ | |
| L'Alcmene | 44 „ | |
| L'Iphigenie | 44 „ | |
| Le Zephyr | 16 „ | |
| La Champenoise | 16 „ | |
| Le Lion | 14 „ | |

The following privateers:—

| | | |
|---|---|---|
| L'Afrique | | French. |
| Le Jason | | |
| Le Railleur | 14 guns | |
| Le Hardi | 18 „ | |
| Le Boulonnais | | |
| La Trompeuse | 18 „ | |
| La Furie | 14 „ | |
| Le Vengeur | 18 „ | |
| Gibraltar | | Spanish. |
| Salvador | | |

And between fifty and sixty sail of merchantmen (taken or destroyed).

It is singular that Sir Philip Durham, though the youngest admiral at that time, had never been under the command of any other flag officer at sea.

## Address to His Excellency Sir P. C. Durham, K.C.B. Rear Admiral of the Red, &c.

Barbadoes, Nov. 28, 1815.

"Sir,

"The near approach of the period when you will resign the naval command-in-chief of this station, affords to the members of the Insurance Association of this island an opportunity of expressing those sentiments of admiration and respectful regard, with which your public conduct has inspired them.

"A series of brilliant exploits, recorded in the naval annals of your country, and honourably distinguished by our sovereign with numerous marks of his royal approbation, had placed your name high on the roll of Britain's naval heroes long before you were appointed to this command.

"In the exercise of that command, from the moment of its singularly auspicious commencement, when you entered our harbour leading in

triumph two consort French frigates, captured by your flag-ship, you have on every occasion surpassed our expectations, and realised our most sanguine hopes.

"By your judicious distribution of the comparatively small force at your disposal, by your ardent zeal and unremitted vigilance, the navigation of these seas has been in a conspicuous manner protected from the ravages of a most active and enterprising enemy, whose daring spoliations have been carried across the Atlantic, even to the very shores of the United Kingdom. By your vigorous co-operation in the late fortunate expedition against the revolted French colonies, you have largely participated in the glory of obliterating from the tablet of the banners of nations the tricoloured flag of revolutionary France, the avowed symbol of implacable hostility to the British ensign; which having through the valour of its brave supporters proudly waved in war, in victorious defiance of all its foes, now calmly floats over us in the dignified tranquillity of peace.

"Your remarkable affability in allowing unrestricted access to your person at all times; your immediate attention to every mercantile application; your promptness in rendering every possible assistance, have been no less gratifying and beneficial to individuals, than your energetic measures have been consistent with your established cha-

racter, and signally successful in promoting the maritime interests of the empire.

"Actuated by the most lively sense of obligation to you for the important advantages which the trade of the West Indies, especially, has derived from your incessant exertions, the members of the Barbadoes Insurance Association are desirous of paying a lasting tribute to that merit which they so highly appreciate; they have, therefore, deputed us, the directors of the institution, to present you with a piece of plate, of the value of 500*l.*, which they intreat you to accept, as a proof of the grateful estimation in which they hold your exalted deserts. For ourselves, Sir, we beg to assure you of the infinite satisfaction we feel in the performance of this peculiarly agreeable office; and of the sincerity with which we join them in fervent wishes that you may long enjoy every species of happiness, as the well deserved reward of your eminently valuable services.

We have the honour to be, &c.,

(Signed) "F. A. WALROND, RICHARD COCK,
T. M'ALPIN, W. OXLEY,
PAT. LEAVER, RICHARD DEAN."

He received many in the same strain from the different islands, expressing the satisfaction he had given during his command.

The following is an extract from the Barbadoes newspaper:—

"We cannot let this opportunity pass without noticing the eminent services of our commander-in-chief and his subordinate officers, rendered to their country during the late contest. Although the Caribbean Seas have actually swarmed during the past season with privateers, such has been the vigilance of the commander-in-chief, and the judicious distribution of the fleet under his orders, that the losses of the commercial community have been comparatively trifling. The seas have been completely scoured by our ships of war. No better proof of this can be given than to state that eighty-four American vessels have been taken since the command of His Excellency Rear Admiral Durham on this station."

Sir Philip Durham, having returned to England, started for the continent in 1817.

On visiting Paris he found a number of the French noblesse he remembered at Quiberon Bay and other places during the war, but in very different circumstances since the restoration.

Driving out near the Bois de Boulogne, the Comte d' Artois passed him with his cortêge, and he had the good fortune to be recognised. His royal highness stopped the carriages, and requested he would come to the Tuileries next morning, and that he should be conducted to his apartment.

He proceeded to the palace next day, and on

entering, the Comte d' Artois ran up and embraced him. Sir Philip was struck with the magnificence of the apartment, (it was one of the king's which Bonaparte had fitted up with great splendour,) and remarked that he was glad to see his royal highness in such an elegant palace.

The Comte d' Artois embraced him again, and said, "I have to thank you for all your kindness, when you never expected to see me under this roof. My brother, the king, desires you will come to court.—You must dine to day at the table of the Duc des Cars; you will always find a cover for you there, when you choose to make use of it."

He was also very cordially received by the king, Louis XVIII., who shewed him much civility, and thanked him for his attention to his brother.

Sir Philip being very anxious to see some parts of the French coast, off which he had cruized for so long a time, determined to do so. The first place he went to was Rochefort, where he was received in the most hospitable manner by the port admiral.

After visiting the dock-yards of that great naval station, he went to Quiberon Bay, La Rochelle, Bourbon, Vendée, &c.

When he arrived at Toulon, the admiral commanding at that port sent an officer to ask him and his party to dinner.

Just as the officer was leaving the room he turned back, and looking at Sir Philip very hard, said, "Did you command the Defiance at Trafalgar?" Sir Philip replied that he did. "Do you remember," continued he, "after the battle, a young garde marine coming on board your ship as prisoner from the Aigle, and your taking him into your cabin, and after having given him some dinner, committing him to the care of some of your midshipmen, and on arriving at Portsmouth, when he was going to leave the ship to go to prison, giving him two guineas?" Sir Philip replied that he remembered the circumstance perfectly. "I am the garde marine," said the officer, "my name is Graeb. I am now flag captain."

The next day he came to pay the two guineas, which Sir Philip refused to accept; but he said the corps insisted on its being paid.

He endeavoured to find out Captain Segone, who had so gallantly defended the Loire, whom he had taken twice during the war, but found that he had died a few days before, having attained a high rank in the service.

Sir Philip Durham then went on to Naples—where the king and royal family shewed him much attention, and often spoke of his kindness to Prince Leopold on board the Renown.

He was presented to the King of Spain, who was there on a visit.

On the arrival of the Emperor of Austria at

Naples, the king gave a fête at his villa in the country, to which the most distinguished of the noblesse were invited, and five of the principal English, and his majesty named to Sir William A'Court, the British minister, that he wished Sir Sydney Smith and Sir Philip Durham to be invited as his personal friends.

The villa was ten or twelve miles from Naples, and the weather very warm; and Sir Sydney Smith, who was not very particular as to hours, arrived in the middle of dinner, all over dust, and came to the table where the king and the emperor were sitting. There being no place for him, the minister pointed out one of the other tables, but Sir Sydney, observing Sir Philip placed at the Emperor's table, would not take the hint, but kept walking round.

The emperor observing this, said to Count Balhyany, his aide-de-camp, "Give Sir Sydney your place," which he did, and Sir Sydney sat down to dinner.

After the death of Louis XVIII., Sir Philip Durham went to Paris to be present at the coronation of Charles X., which he attended as a Chevalier de l'Ordre du Mérite Militaire.

A few days after he arrived, a grand ball was given to the king at the Hotel de Ville, and being invited to it, he went and placed himself next to the Duke of Northumberland, with a view of getting his grace to present him.

The king on going round observed him, and immediately took him by both hands, and said, "I am delighted to see a British admiral here; but particularly one who was so kind to me *dans ma misere*."

Charles X. never forgot the admiral's attention to him in his misfortunes; and when he was staying at Holyrood, honoured him with a visit at Fordel, and partook of some shooting.

During his stay at Paris, Sir Philip dined with the Duke of Orleans at Neuilly, in company with Canning. The duke took him aside after dinner, and said, "This is a strange meeting. You remember what passed at Gibraltar;" he alluded to Canning's secret order to Captain Raggett.

Sir Philip mentioned this to Canning, who threw himself into a theatrical position, and exclaimed, "Yes, it is strange, but at that time, Spain had a legitimate king, though a prisoner."

Many years later, after the events of 1830, he was dining with Louis Philippe at the Tuileries, with a party of about fifty. His majesty placed Lady Durham next the queen, and desired him to sit next the Duchesse de Broglie who was upon the king's right hand. After dinner, the king said, "Admiral, I have a question to ask you. You often told me we should meet at the Tuileries, we have now met; what was your reason for saying so?" Sir Philip was rather taken aback, but rose, and said, "I have had the honour

of meeting your majesty in various countries, and from your majesty's many noble qualities, added to the known pluck of the Bourbons, I formed my opinion that your majesty was the fittest man to govern France." Upon which the king bowed his head to the table, and desired him to drink a bumper of Bordeaux.

His majesty showed the most marked civility to Sir Philip and Lady Durham. One day they received a letter containing two notes, one in a yellow and the other in a blue silk envelope, inviting them to attend the opening of the Chamber. On arriving at the Palais Bourbon, they found two large chairs prepared for them, next the throne, ornamented with silk, the same colour as the envelopes of the notes.

The Duc de Cazes was also very attentive to the admiral, in Paris, and asked him to dinner to meet all the marshals. One of these was Marshal Macdonald. Sir Philip asked him if he remembered meeting two young Englishmen many years ago at Lady Lucy Stuart's. He replied that he had met a number of Englishmen there, and invited Sir Philip to call at his hotel.

The admiral called the next day, and Marshal Macdonald took him into his room, and showed him his portrait in full marshal's uniform, and said, "Is that like the person you saw at Lady Lucy Stuart's?" Sir Philip replied that it was not.

He then showed him two other likenesses of himself in other costumes, neither of which were recognised. At last, he showed him his portrait as a young man, and Sir Philip immediately recognised the person he had met so many years before. Marshal Macdonald was on terms of the greatest friendship with him till his death.

Before leaving Paris, Sir Philip Durham went to take leave of Louis Philippe. Soult was there; and on hearing of his intended departure, sent word to the frontier town that he should be received with all the honors. On arriving at Metz, the commandant of the town waited on him to know when he would like to see the garrison (which consisted of 18,000 men) reviewed. Sir Philip replied that he did not know much about troops, and declined.

Sir Philip Durham returned to England in 1835. It should have been mentioned, that he was member for Queenborough, before going abroad in 1830.

Passing through Devizes, he was changing horses; a gentleman passed the carriage, and recognized him as his old captain. He came up, and said, "Admiral, should you like to be member for this town?" He inquired what chance he had of success. The other replied he had great interest in the town, and would get him in if he consented.

Sir Philip was on his way to Scotland; and when there was a vacancy for Devizes, he came forward, but his opponent was elected by a majority of ten.

A short time after, Sir Philip received a letter as follows:—

"DEAR SIR,

"I pledged myself so deeply at the last election at Devizes to bring forward in Parliament a number of things, which I now find I never can do; I have therefore determined to vacate my seat, and I have been thinking to whom I should give my support; and I have resolved, from the gentlemanly manner in which you conducted yourself to me, a stranger, during the election, to offer it to you under the following condition—'That if you offer me any remuneration for my expenses, or if you communicate it to any one before the writ is moved, this arrangement will be void.'"

The admiral accepted the offer. The meeting of Parliament did not take place for several months. He went to town and met his disinterested friend at an hotel, who said he had come to fulfil his promise. He met him again by appointment, with a member who was to move the writ, got a witness, and the writ was moved.

That afternoon he set off for Devizes, had all

his friends canvassed before it was known that the seat was vacant, and was elected on the fourth day without any expense but the usual fees.

In 1837 he was offered the command at Portsmouth by Lord Minto, which he accepted; but at the same time remarked to his lordship, that being in Parliament, he often voted against that party.

Lord Minto made answer that he offered it to him as an old officer without any regard to politics.

Before his appointment took place, Lord Minto informed him that he was commanded by the king not to sign his commission while he was in Parliament.

On receiving this information, he told Lord Minto that the naval service had been the sole object of his life, and that he had no wish to remain in Parliament.

He accordingly accepted the Chiltern Hundreds, and took the command at Portsmouth.

In the autumn of 1837, he received orders to proceed with a small squadron to attend the Queen at Brighton, it being her majesty's first visit to a seaport since her accession. He was requested by the magistrates of the town to be on shore upon her majesty's arrival, and to lend his private band for the occasion. He had the honour of dining with her majesty on the day of her arrival.

Next morning he waited on the Queen to receive her commands. She seemed to take much interest in the squadron, and said, "Admiral, it blew very hard last night, take care of the ships, keep them at a distance from the shore, and if you think it necessary, send them to the ports in the neighbourhood. I know this is a bad anchorage."

The admiral replied that he had taken every precaution, and that they would again be collected when her majesty wished to see them.

Two days afterwards, the equerry came to say, her majesty would see the squadron under sail, if it could be got ready in two hours. He replied that a quarter of an hour's notice was quite sufficient for a squadron to be ready for her majesty.

Lord Yarborough and several members of the yacht squadron were in the offing; and the admiral requested his lordship to join the fleet, which he agreed to do, and the smart appearance of the yachts added much to the effect of the scene.

The admiral, who had been many years ashore, was astonished at finding such an improvement in the dress and conduct of the seamen, which he attributed much to the great increase in the number of the yachts, where appearance and good conduct were so much looked to, and in which service, as he remarked, "Jack had learnt that

a gentleman, though in kid gloves and muslin trousers, could handle a ship as well as any one else."

Sir Philip Durham remained at Portsmouth till his command expired, and struck his flag in 1839, when he received the following letter from Lord Minto :—

"Admiralty, 14th April, 1839.

"My dear Sir Philip,

"I have been disappointed in my hope of being able to pay you another visit at Portsmouth; but I cannot allow you to strike your flag without expressing the satisfaction with which not only I, but those members of the Board whose professional opinions are more valuable, have observed the judgment and zeal with which the service has been conducted during the whole period of your command, and I congratulate you very heartily upon the credit with which you will retire from your present duties.

"Believe me, my dear Admiral,

"Yours faithfully,

(Signed) "MINTO."

"To Admiral Sir Philip Durham, &c. &c. &c."

From 1839 to 1844 Sir Philip Durham sojourned alternately at his residence in London,

and on his estates in Scotland. It was during the latter year that he was visited by a severe domestic calamity. There cannot be imagined a more violent shock than to be suddenly bereaved of the tender and affectionate society of a wife, especially where she is possessed of all those excellent qualities for which Lady Durham was distinguished. Her great charity and liberality had endeared her to a large circle of friends, and to the whole neighbourhood she lived in, and few were so sincerely lamented. The suddenness of her death (supposed to have been caused by a spasm in the heart) rendered the shock more intense to her husband, who was then at the advanced age of eighty-two.

The scenes which had been looked upon as a happy retirement after the active employment of a useful and honourable life, served now only to remind him of the dreadful loss he had sustained, and he was driven to seek consolation away from his home, and accordingly left (in January 1845) in company with Mr. Bontein for Rome.

He travelled through France, and once more visited the shores of the Mediterranean, along which he had so often sailed in former years, and which had been the scene of some of the most gallant exploits of his brilliant career. It was not to be expected that the fatigue of this journey,

undertaken in the depth of winter, could be borne without some inconvenience and suffering to one so advanced in life.

Sir Philip had not been more than a week at Rome before he was taken ill with an inflammation of the chest, from which he suffered for nearly a month. At the expiration of that time, although sufficiently recovered to proceed to Naples, it was very evident his constitution had received a blow it would never entirely recover. Symptoms of declining strength, accompanied by a very harassing cough, showed themselves soon after his arrival at Naples. He was attended by Drs. Strange and Roskelli, two eminent physicians of that city, and they pronounced his state to be very precarious. His weakness continued to increase until he was apparently reduced to a state of complete bodily prostration.

It was on the 31st of March, seeing the doctors remain by him the whole day, that his fears were first raised for himself, and he asked them whether there was any danger. The doctors answered that they still hoped he might do well, but expressed their fears of his recovery. This seemed to occasion him much surprise, but he resigned his mind with that calm and Christian assurance to the terrible intelligence, which marked his conduct throughout his last moments, and simply

said, "Doctor, this is a short warning; I had not the least idea of death." He was then lying on the sofa. Soon afterwards he summoned the last remnant of his strength, rose, and dressed himself, and sat at his table. He then proceeded, with the utmost composure, to name his dying requests to Mr. Bontein, who had never left him, and had shown him the most unremitting attention during his fatal illness. He entered into the most minute details, with respect to remembrances, that he desired to be given to some of his intimate friends; he gave a written order to Mr. Bontein to take his body to Scotland, and even spoke of his monument in the church of his parish. The last words he dictated were, "I now resign my body and soul into the hands of its original Maker, trusting to his mercy, now that I so earnestly call upon him." To each of his bequests and instructions Sir Philip placed his signature in a firm hand. The sacrament was then administered at his desire, and, after having received it with the most marked attention, he rose and walked to bed unassisted.

This was, however, but the dying effort that nature had made before she sank for ever, for almost immediately his strength seemed entirely to leave him; he lingered out a few hours between life and death, when the vital spark was ex-

tinguished without a struggle. Sir Philip Durham died on the 2d April, 1845, at the advanced age of 83.

Mr. Bontein made immediate arrangements for conveying the body home, and proceeded with as little delay as possible to Malta, in the Neapolitan steamer Ercolano.

Admiral Sir Edward Owen, the commander-in-chief in the Mediterranean, showed the respect so justly due to the remains of so distinguished an officer. On the Ercolano entering the harbour, the boats of the squadron were manned, and sent with a guard of marines, accompanied by the band of the flag-ship, to land the body. They proceeded with all proper solemnity to deposit it at the Lazaret, whilst minute guns were fired from the flag-ship, and the flags lowered to half-mast high.

After remaining three weeks at the Lazaret, the body was embarked on board her Majesty's steamer Hecate (Commander Bower), and brought to England. On arriving at Spithead, Mr. Bontein waited upon Admiral Sir Charles Rowley, then commander-in-chief at Portsmouth, when he was informed that Lord Haddington had given orders for her Majesty's steam vessel Comet (Lieutenant Prettyman) to convey the remains of the late admiral to Scotland.

This last tribute to the memory of Sir Philip Durham was paid without loss of time, and the interment took place a few days afterwards in the family vault at Largo, in Fife.

THE END.

G. Woodfall and Son, Printers, Angel Court, Skinner Street, London.

ALBEMARLE STREET,
SEPTEMBER, 1845.

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